

DCN: 6313  
BRAC Commission

Thursday, July 21, 2005

Dear Commissioner Turner

AUG 01 2005

Received

Thank You!

Like you I have spent my entire working life in service to this country, for the last 23 years I have worked at Portsmouth Naval Shipyard. I understand the significance of the task you currently have makes it a huge challenge and burden on you to do the right thing. So thank you for taking on that challenge.

I'm sure one of the major concerns of the commission is to do no harm and that is my plea to you. I do not believe the DOD workload numbers, and I do not think you do either. You may not agree with the numbers PNS presented but I assure you they are based on facts and history and have been developed by the best analysts of our business that the Navy has. No matter what you believe the numbers to be, do you really really believe that now and in the future there is so much excess capacity that we can afford to and should close the most efficient, productive and safest nuclear licensed shipyard in the country. Not only is this a death sentence for the shipyard it is an irrevocable loss of one of our nuclear shipyards forever.

ARE YOU SURE we will never need the capacity Portsmouth Naval Shipyard offers.

WE WILL NEVER build another nuclear shipyard. Norfolk Naval Shipyard, Puget Sound Naval Shipyard, Pearl Harbor Naval Shipyard and Electric Boat have no room to expand. All are bounded to their current footprint by surrounding facilities.

PLEASE do not allow the DOD to make a mistake we can never recover from. Do not allow them to close their best shipyard and give up that nuclear site and license forever.

I also appreciate that you understand the thousands of lives affected by your decision. From my grandmother down through much of my family tree we have proudly served our country by working here at Portsmouth Naval Shipyard. My wife, my 4 year old son, my 2 year old son and I are but grains of sand in the thousands impacted by this BRAC and you must do what you must do. My question is in this case is closing Portsmouth Naval Shipyard the right thing and the thing that must happen.

Thank you, for your time and your efforts in this difficult endeavor.

VR



DK Horne  
124 School St.  
Berwick ME 03901

7/28/05

BRAC Commission

AUG 01 2005

Received

2005 DEFENSE BASE CLOSURE  
REALIGNMENT COMMISSION  
2521 SOUTH CLARK ST  
SUITE 600  
Arlington, VA  
22202

DEATH COMMISSION:

THE POSTMORTEM WITH STAFFARD

PERFORMED A MAJOR ROLE IN PROMOTING  
THIS NATION'S SECURITY DURING THE

MILITARY CONFLICTS OF THE 20TH CENTURY

AND HELPED TO WIN IMPORTANT SEA BATTLES

WITH THE RESERVE OF WAIL-BUILT

SUBMARINES CONSTRUCTED AT THIS HEAD-WORKING

STAFFARD FACILITY.

OCEAN-GOING VESSELS WERE

OPERATING ON THE SURFACE OR SUBMERGED

FORWARD WERE AN IMPORTANT COMPONENT OF OUR

NAVY'S MILITARY FORCE BOTH IN THE ATLANTIC

AND PACIFIC OCEANS. WE WERE CHALLENGED

BY THEM TO DO AS WELL IF NOT BETTER.

AGREED THAT THE CLOSURE OF THE  
PORTSMOUTH NAVAL SHIPYARD WOULD BE  
A DEVASTATION TO THE AREA.

SO I WRITE THIS LETTER WITH  
SIGNIFICANT HOPE THAT THE BRAC  
COMMISSION WILL VERY CAREFULLY  
ANALYZE AND BALANCE IN A BROAD  
PERSPECTIVE THE POTENTIAL GAINS  
AND LOSSES TO COMMUNITIES, STATES,  
REGIONS AND OUR NATION BY SUCH  
A CLOSURE.

LET US NOT FORGET EITHER OUR  
HISTORY OR THE FAMILY IMPERATIVE.

SINCERELY

Robert Blaker

ROBERT L. BLAKER

BRAC Commission

AUG 01 2005

July 28, 2005

Received

Dear Commissioner Bilbray,

As a concerned American citizen who watched all the testimonies given to the BRAC Commission, on live television in Boston on July 6, 2005, I am compelled to write and thank you for your interest and time spent examining the facts germane to the closure of the Portsmouth Naval Shipyard.

However, I implore you to remove this facility from the Closure List.

In lieu of the fact that it is the oldest, most cost efficient, best in quality of repair and talented workers, and the leader in returning subs to duty before scheduled time, seems to me to lead to the only logical conclusion that the Portsmouth Naval Shipyard is a unique asset to our country and should stay open.

To do otherwise, in my opinion, would be imprudent, dangerous, and jeopardize our National Security in these times when other countries are growing nuclear submarine fleets.

Thank you for taking the time to read my letter, and God Bless America.

Sincerely,

A handwritten signature in cursive script that reads "Joan A. Foster". The signature is written in black ink and is positioned below the typed name.

AUG 01 2005

Received

July 27, 2005

Mr. Anthony J. Principi  
Commission Chairman  
BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Mr. Principi:

I urge you to remove Portsmouth Naval Shipyard from the base closure list. As of yesterday, seven of the commissioners have visited Portsmouth and by now must realize what a monumental mistake it would be to close such a superb naval facility. The DOD have delivered their reason for closing Portsmouth, all of which have been refuted by our political delegates from Maine and New Hampshire.

I am proud of my husband, an engineering branch manager, who has worked at "the Yard" for over 22 years. We are proud of the work he and all the shipyard workers have done over the years. They have worked hard to make the yard what it is today. The Navy has continually commended our Shipyard for the valiant work efforts put forth by the workers.

The communities of Southern Maine, the seacoast region of New Hampshire and northern Massachusetts will suffer greatly from the loss of these precious jobs. The shipyard workers are the backbone of this community. They are the coaches, scout leaders, community activists, and school volunteers which make this area one of the most desirable places in the country to live.

Save Our Shipyard! The commission has the future of many families in their hands. If you review all the facts, then you will have no choice but to remove Portsmouth Naval Shipyard from your list.

Thank you for your time,

  
Mary Horigan

15 Madbury Road  
Durham, NH 03824

BRAC Commission

AUG 01 2005

Received

Base Realignment and Closure  
Commission

To the members:

We write to express our concern  
for the Portsmouth Naval Yard.

As a retiree from the United  
States Armed Forces, I, Theodore  
J. Finnegan, and my wife,  
Elizabeth, are deeply aware of  
the work of the Shipyard for many  
years. During World War II, my  
father, Cyril V. Finnegan, worked  
there assisting in the war effort.  
More recently we realize that Portsmouth  
does the best submarine repair and  
overhaul work, saving taxpayers  
millions. Common sense indicates  
the need to keep this important  
Shipyard open.

Respectfully,

Ted Finnegan  
Elizabeth Finnegan

**AUG 01 2005**

Dear Chairman Principi,

**Received**

I'm a Nuclear Engineer for the Portsmouth Naval Shipyard. I'm writing to you as an employee but more importantly, a concerned U.S. citizen.

If the Portsmouth Naval Shipyard is closed, the submarine fleet will suffer a dramatic loss. Due to our superior performance for cost, schedule, safety and quality, we provide the Navy what it needs to help the United States fight the war on terrorism and carry out it's stealth missions. Without the shipyard, with it's 3 drydocks and multiple berths, submarine maintenance will suffer, causing a tremendous backlog, resulting in submarines sitting pierside awaiting drydock space.

But it's not just the drydock space that's important, it's the people of Portsmouth Naval Shipyard that go along with it. Call it "Yankee ingenuity" if you'd like, but you can't replicate the culture that has been adopted here for so many generations. We as a team have a tremendous attitude for getting the job done right the first time. That attitude has transformed us into the top shipyard in the nation. Evidence lies in the recent Meritorious Unit Commendation Award that we so proudly received. That attitude can't be replicated by sprinkling a few of us around the country to the remaining shipyards. I can tell you I have deep roots here, a family, kids in a great school and I can't move.

Our shipyard has been given several challenges by the Navy to accomplish new and improved tasks and given us new safety standards. We responded with our new LEAN industrial management process producing millions of dollars in savings in just a few weeks into the availability as evidenced by the USS Pittsburgh currently being overhauled in drydock #3. We are the leaders in improved processes throughout the four shipyards. I have recently witnessed this noting several people from Pearl Harbor shipyard here to study our LEAN initiatives. We also responded to the safety challenge 2 years ahead of schedule.

Furthermore, if the shipyard is closed, I will truly lose my faith in the democratic process adopted by the great Father's of our nation as well as the virtues instilled in me by my parents. Those virtues ring true in all of us here at the Portsmouth Naval Shipyard- "work hard and you will be rewarded".

Sincerely,  
Leon A. Cole

BRAC Commission

2 Grover Lane  
York, ME 03909  
26 July 2005

AUG 01 2005

Received

Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Newton,

I am writing this letter in support of Portsmouth Naval Shipyard. I can't help but feel that people don't realize what an asset Portsmouth truly is. The contribution we have made to the Navy and to the sailors. The scope of the work we actually support.

We have continually met the needs of the Navy. I recall Admiral Bailise visiting our Shipyard on many occasions. He always commended us for meeting the challenge to improve our performance, cut our cost, perform our work safely and return ships to sea sooner than any other shipyard.

I have heard a lot about the quality of life for the sailors. I have been hearing about it for many, many years. This is because it has always been a priority for Portsmouth. The facility provides entertainment opportunities, socials for single sailors, trips to the White Mountains and ski resorts, white water rafting trips, as well as automotive and hobby shops, a library, a theatre, a medical clinic and more. We are near to cities such as Boston for day trips and New York for weekends. Many have returned to settle in this area when they were discharged from the service or retired. It is because the quality of life here was the best they've had.

The work we perform and the services we support encompass much more than submarines. We work on the USS Constitution, the Naval Research - 1, USS Dolphin (AGSS 555), and the Advance Seal Delivery Systems. No one else does. We are the home port for three Coast Guard Cutters. When emergent jobs just recently came up requiring shaft replacements and bearing replacements, the Navy called on us and we did it. We did it right. We did it in time to support mission readiness. We did it for significantly less cost than a competing private yard. We did it because we were the only facility, regardless of coast, that could do it and meet the cost and schedule demands. The Navy knew it.

We are the innovators. We find ways to work smarter without compromising quality or safety. In fact, our record shows improvements in these areas while reducing schedule duration. If we close, not only does our local area suffer tremendously, but so will the Navy.

Please consider all the information our congressional delegations have obtained and presented, all our governors have stated in terms of local effects, and our record when you vote to keep or remove us from the list. We are an irreplaceable asset that if closed, will seal the fate of the submarine fleet. The ships will be tied up at piers and unable to defend our country. In today's climate, I am convinced that that would be the worst we can do for our Nation.

Respectfully yours,

A handwritten signature in cursive script that reads "Maura Annis".

(Ms.) Maura Annis

BRAC Commission

July 27, 2005

AUG 01 2005

BRAC Commissioners  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Received

RE: Portsmouth Naval Shipyard

Dear BRAC Commissioners,

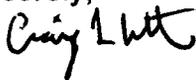
I am writing to you today to encourage you to keep the Portsmouth Naval Shipyard open so we can continue to provide the U.S. Navy with superlative work and maintain our status as the best nuclear submarine overhaul and refueling operation in the country.

I am one of 4800 workers at the Portsmouth Naval Shipyard(PNS) who takes pride in their work and has been part of the team that has consistently finished jobs ahead of schedule and below cost saving taxpayers and the government millions of dollars.

I encourage you to look closely at the facts and am sure you will find there is no excess capacity among public shipyards for the Navy. Furthermore, the Navy cannot do its work effectively without Portsmouth Naval Shipyard.

Closing PNS is irreversible and would result in the loss of hundreds of millions of dollars associated with superior performance. Please, keep Portsmouth Naval shipyard open and thriving.

Sincerely,



Craig L. Westman  
146 Beech Ridge Road  
York, ME 03909

To: The BRAC Commission  
Please keep the shipyard open because  
my daddy works there he really loves  
his job!

BRAC Commission

AUG 01 2005

Received



From: Zachary Westman age 5

27 July, 2005

AUG 01 2005

From: Timothy J. Fisher  
Portsmouth Naval Shipyard  
To: Commissioner Turner

Received

Subj: DOWNSIDE OF CLOSING PORTSMOUTH NAVAL SHIPYARD

I would like to take a minute of your time to express my gratitude to you for being objective in this BRAC process and to provide you with a little background on how I view the proposed closing of Portsmouth Naval Shipyard (PNS).

When I first saw the list of commissioners appointed to the BRAC and what part of the country they represented, I figured PNS was doomed no matter where we stood in the ranking, but from what I have read and witnessed first hand, you folks are independent, well-informed, and you are not likely to embrace the Pentagon's recommendations without due justification. Thank you!

I have been a Nuclear Engineer for 24+ years here at PNS, holding a number of positions such as: Shift Refueling Engineer, Project Quality Engineer, Radiological Controls Engineer, Nuclear Assistant Project Superintendent, and most recently, Assistant Production Department Refueling Manager. In these various positions I have had the opportunity to work directly with the other shipyards one-on-one and as a team. I can only speak for the nuclear aspect of overhauls, when I say PNS is by far the leader. Whether it is a meeting, a special project, a new type of overhaul, etc, being discussed, PNS always takes the leadership role and is willing to take on any assignment, no matter how much we already have on our plate. Our job has been, and always will be, to support what the Navy needs to keep ships in a "ready condition".

When it comes to submarines, the Navy relies heavily on PNS. Whenever there are problems at the other Shipyards, the first words from NAVSEA are, "How does PNS do it? Get them on the phone!" I can tell you first hand that the other Shipyards do not like being compared with PNS, and whether or not they will admit it, they will be ecstatic when they don't have to play second fiddle to PNS. I feel that the Navy has already set themselves up for failure by coming on line and making the statement that Pearl Harbor's strategic location makes it infinitely more valuable to the nation than Portsmouth. That statement alone is telling the other shipyards not to worry about cost, schedule, quality, and safety, because all that matters is location, location, location. Closing PNS will take away the competitiveness that is out there, even though we are under the "One Shipyard Concept", PNS and PNS alone drives competitiveness.

You have the information; you can see where PNS stands amongst the other shipyards. There is no doubt that we are the best at what we do. Capacity data shows that there is no excess capacity. Taking PNS out of the equation will put submarine overhaul schedules into a tailspin the Navy will **not** be able to recover from. **Please** keep PNS open so that we can continue to drive the other shipyards to perform as effectively as we do. Keep in mind that we can work on **anything** because we have the discipline,

work ethics, and leadership to work on the most sophisticated machines in the world,  
the nuclear powered submarines.

Sincerely,

*Timothy J Fisher*

AUG 01 2005

Received

July 27, 2005

Dear Chairman Principi,

I would just like to voice my opinion in regards to the closing of the Portsmouth Naval Shipyard.

The United States is living in an era where bottom line profits are everything and individual people are not relevant. Time and time again, layoffs are the news-headlines, as companies cannot attain their desired profit levels. We are seen world wide as a country that does not value quality but is only money hungry. As a parent of teenagers, I am very concerned about the message this gives our youth.

Portsmouth Naval Shipyard has received numerous accolades for well-performed work, jobs finished ahead of schedule and below cost and yet, our government is considering to close this efficient, stellar shipyard. Is this telling our youth that hard work does not matter? How can we motivate our youth to take pride in their work when they see our own country not value those who have done just that? Doesn't this move ratify our reputation throughout the world that we do not value quality but are only concerned with the bottom line dollar? My fear as a parent is that with actions like this, our youth will not value those things most important in life and will only look out for the bottom dollar. Where will the USA be in 20 years??

We need to set an example for our future. We need to show people that a job well done is valued and is sometimes even more important than the overall bottom dollar. We need to keep places like Portsmouth Naval Shipyard open!

Thank you for your time and consideration,



Kathleen McKenna  
Concerned Citizen

BRAC Commission

AUG 01 2005

Received

Kathleen Mahoney  
4 Olivia Lane  
Kensington, NH 03833

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Turner;

As a former employee of the Portsmouth Naval Shipyard, I am writing to request you remove the Portsmouth Naval Shipyard from the closure list.

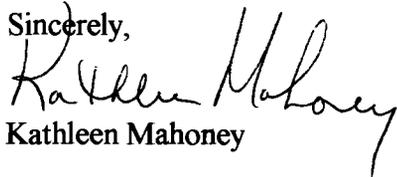
At the hearing in Boston, our Senators, Congressmen and Governors dismantled the case for closing the Shipyard. There were significant deviations from the BRAC selections criteria in almost all areas. Imagine saying the State of New Hampshire would not lose jobs if the unthinkable happened and the Shipyard were to close.

While not following the process is a compelling reason to keep Portsmouth from closing, the most compelling reason is the efficiency of the Shipyard. Portsmouth is the performance leader for schedule, cost, quality and safety. BRAC is supposed to save the taxpayers money. Closing Portsmouth will never save money. Portsmouth's superior performance cannot be duplicated.

Once Portsmouth is lost it can never be replaced. Are we that certain of the future? Just look at China's navy!

For the sake of us taxpayers, I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Kathleen Mahoney

BRAC Commission

AUG 01 2005

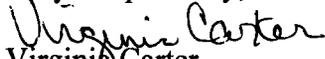
Received

Dear BRAC Commission,

I have been following the BRAC process closely since the proposed closure/re-alignment list was published and I am growing increasingly concerned that DOD has not followed sound judgment in making some of its recommendations. Data available on the DOD website ([www.defenseink.mil/brac](http://www.defenseink.mil/brac)) indicates that it is going to cost \$150M to move the 152 people working on the ALQ-99 depot from NSWC Crane to NAS Whidbey Island. That equals a cost of nearly \$1M per person for the move. In addition, information available at the Federation of American Scientists website ([www.fas.org](http://www.fas.org)) seems to indicate that the platform for the ALQ-99, the EA-6B Prowler, will begin to be retired from service in the year 2010. I find it hard to believe that it is in the best interest of the DOD and the taxpayers to spend \$150M to move 152 people doing work on a system that is about to be removed from service.

I urge you to reconsider the recommendation to re-align the ALQ-99 work from NSWC Crane by properly taking into account the costs involved in this re-alignment and the relatively short remaining service life of the equipment.

Very Respectfully,

  
Virginia Carter

1507 Dalington Street  
Portsmouth, NH 03801

July 25, 2005

Honorable Samuel Skinner  
Defense Base Closure + Realignment Commission  
2521 South Clark Street  
Suite 600  
Arlington, Va 22202

BRAC Commission

AUG 01 2005

Received

Dear Commissioner Skinner:

I am deeply concerned about the future of the Portsmouth Naval Shipyard. It is a facility accomplishing work that is vital to the security of our nation. Also, closing the shipyard would have a devastating effect on the economy of this region.

This shipyard has been a vital part of our heritage for over 200 years. Please do everything you can to keep this base open.

Thank you for your time and consideration.

Sincerely,  
Mary C. Rask.

BRAC Commission 1

13 0 2005

Received

TO WHOM IT MAY CONCERN.....

PLEASE DO NOT CLOSE THE PORTSMOUTH NAVAL SHIPYARD.  
OUR TOWN HAS 277 EMPLOYEES, AND THE NAVY HAS ACKNOWLEDGED  
~~THIS~~ THIS YARD DOES THE BEST SUB REPAIR AND OVERHAUL WORK.  
IT JUST DOESN'T MAKE SENSE TO CLOSE PORTSMOUTH.

THANKS FOR YOUR ATTENTION TO THIS.



NORMA TUTELIAN

65 BUTLER STREET

SOUTH BERWICK, MAINE 03908

BRAC Commission

AUG 01 2005

Received

July 27, 2005  
41 Brixham Rd.  
York, Maine  
03909-5333

Dear Commissioner Sue Ellen Turner,

I am an eighth grade student at Sacred Heart School in Hampton New Hampshire. My dad works at the Portsmouth Naval Shipyard as an electronics engineer. He has worked at the Shipyard for 28 years in the calibration department. He works on all types of equipment used to overhaul nuclear submarines. Many of my friends have moms and dads that also work at the shipyard. We are all very concerned about the shipyard closing. My dad is very proud of his work and speaks often of the help he and others provide to other shipyards. I am very concerned that our government is thinking about closing this awesome shipyard.

My dad showed me an article titled "Meritorious Unit Commendation award to the Naval Shipyard Portsmouth" signed by V.E. Clark, Admiral US Navy, Chief of Naval Operations. My dad and the other people that work at the shipyard received this document and a special pin to wear. It says the Portsmouth Naval Shipyard is the "best" shipyard overhauling Nuclear Submarines at a "phenomenal record of cost, schedule, quality and safety performance". I am very proud of the work my dad does to protect our country.

Some of my friends whose parents do not work at the shipyard ask me "if the Portsmouth Naval Shipyard is the best, why is the government going to close them!" and I don't know what to say to them. Why would anyone think of closing this shipyard when it is referred to as the "best"! If the government has all these facts and good things to say about our shipyard why do they still want to close it?

When you visited the shipyard on July 26, 2005, my friends and I were in the crowd of people waiving and clapping as your vehicle went by. Thank you for coming! I hope you were able to see what makes our shipyard the best.

Please vote to keep our shipyard open. I want the best protection for my country and I believe my dad and all the workers at the shipyard who earned this wonderful award are doing the best job overhauling nuclear powered submarines for our nation.

Respectfully,

Katelyn  
Emerson



APR 14 2005

Received

July 28, 2005

Dear Commissioner Hansen, .

As a concerned American citizen who watched all the testimonies given to the BRAC Commission, on live television in Boston on July 6, 2005, I am compelled to write and thank you for your interest and time spent examining the facts germane to the closure of the Portsmouth Naval Shipyard.

However, I implore you to remove this facility from the Closure List.

In lieu of the fact that it is the oldest, most cost efficient, best in quality of repair and talented workers, and the leader in returning subs to duty before scheduled time, seems to me to lead to the only logical conclusion that the Portsmouth Naval Shipyard is a unique asset to our country and should stay open.

To do otherwise, in my opinion, would be imprudent, dangerous, and jeopardize our National Security in these times when other countries are growing nuclear submarine fleets.

Thank you for taking the time to read my letter, and God Bless America.

Sincerely,

A handwritten signature in black ink that reads "Jaan Q. Troster". The signature is written in a cursive style with a long, sweeping underline.

AUG 01 2005

Received

3 Georgia Street  
York, Maine 03909

July 29th 2005

General James T. Hill (USA, Ret)  
Defense Base Closure And Realignment Commission  
Arlington, VA

Dear Commissioner Hill,

As you deliberate on the future of the Portsmouth Naval Shipyard, I would ask that you remember that the shipyard has been a leader in submarine depot level maintenance for the last ten years. The Shipyard has transformed itself into this leadership position by

- reducing schedules for depot level availabilities by improved processes
- traveling world-wide in support of urgent ship repair missions
- reducing costs while completing work with first-time quality

In my view, the driving force for this change was the need to return ships to the fleet sooner and at lower costs as the new-build program was cut back. The changes in culture that resulted in this transformation are an invaluable resource to the Navy and to the country. Should the Shipyard be closed, it's capabilities and resources would be lost forever.

I am sure that you can appreciate the key role that efficient maintenance facilities play in keeping ships in top-notch condition and mission-ready; Portsmouth is the unquestioned leader in that role for our Navy's submarines.

You have seen the certified data that supports the need for the Shipyard, it's workforce and it's facilities remain a viable asset to the Navy. I strongly urge you to vote to remove the Portsmouth Naval Shipyard from the Department of Defense list of recommended base closures.

Sincerely,

  
Peter J. McArdle  
York, Maine

AUG 01 2005

Received

3 Georgia Street  
York, Maine 03909

July 29th 2005

The Honorable James V. Hansen  
Defense Base Closure And Realignment Commission  
Arlington, VA

Dear Commissioner Hansen,

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Sincerely,



Peter J. McArdle  
York, Maine

BRAC Commission

AUG 01 2005

Received

Kathleen Mahoney  
4 Olivia Lane  
Kensington, NH 03833

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Hill;

As a former employee of the Portsmouth Naval Shipyard, I am writing to request you remove the Portsmouth Naval Shipyard from the closure list.

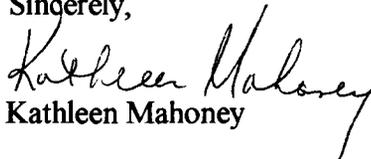
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While not following the process is a compelling reason to keep Portsmouth from closing, the most compelling reason is the efficiency of the Shipyard. Portsmouth is the performance leader for schedule, cost, quality and safety. BRAC is supposed to save the taxpayers money. Closing Portsmouth will never save money. Portsmouth's superior performance cannot be duplicated.

Once Portsmouth is lost it can never be replaced. Are we that certain of the future? Just look at China's navy!

For the sake of us taxpayers, I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Kathleen Mahoney



Mr James E Shute  
18 Juniper St  
Wenham MA 01984-1454



BRAC Commission

July 26, 2005

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

AUG 01 2005

Received

RE: Portsmouth Naval Shipyard

Dear Commissioner Hansen,

Thank you for your continued consideration of the facts about the Portsmouth Naval Shipyard. As the data have become known, it has only become clearer that closing the "Gold Standard" submarine overhaul and repair shipyard would be a strategic, costly mistake.

As you near your decision to *remove the Portsmouth Naval Shipyard from the closure list*, please consider the following:

- Portsmouth Naval Shipyard has set all standards for efficient and cost effective sub overhaul and repair, even beating its own time and cost levels. **STANDARDS will be lowered if you close Portsmouth Naval Shipyard.**
- Portsmouth Naval Shipyard has and will continue to save DOD, Navy *and me*, the tax payer, millions of dollars. **COST will INCREASE if you close Portsmouth Naval Shipyard.**
- Portsmouth Naval Shipyard has a highly skilled, specially trained workforce, most of whom will NOT transfer to "other yards", even if there were openings which I don't understand that there would be. Teams from the Portsmouth Naval Shipyard travel to all the other yards and around the world to share their skills, repairing boats and training other personnel. **You will lose this workforce FOREVER if you close Portsmouth Naval Shipyard.**
- There is no excess capacity. There will be a back up of work at other yards and subs will be out of commission and unavailable for defense, costs will skyrocket and strategic defense of our nation will be compromised. **You will lose needed capacity if you close Portsmouth Naval Shipyard.**

Finally, as a decorated combat veteran of WW II, I am appalled at the thought that the Northeastern Quadrant of the USA will be denuded of it's capability to support the submarine fleet, which is sorely needed as was proven in WWII.

Additionally, from a personal point of view, my father died working on subs at Portsmouth, and an uncle worked on the Squalus after it had been recovered from the depths of the Atlantic.

So you see there are a lot of traditions that have made **Portsmouth Naval Shipyard an invaluable installation which should not be in any way considered for closing.**

The world is not stable. A specific, congressionally approved, long term plan for the size of the sub fleet is not in place and approved. Closing Portsmouth Naval Shipyard is NOT the right decision!!

Thank you.

James E. Shute, Pilot 447<sup>th</sup> Bomb Group, ETO 1944

**Green Brenda L PORT**

---

Dear Commissioner Newton,

I have worked for the Portsmouth Naval shipyard for over 23 years, and my husband who also works here has 32 years. The shipyard has been very good to us in terms of good pay and have been able to raise our family. I know the closures are not supposed to be based on economic impact but no matter how much the Pentagon, Donald Rumsfeld and President Bush want to sweep it under the rug, economic impact does come in to play. If you close this shipyard you will not only lose the Number 1 shipyard in the country but you will be contributing factor to the detrimental impact this is going to have on the State of Maine and New Hampshire. With DFAS in Limestone and Brunswick Air Base on the chopping block, we can not afford to lose this activity also.

In light of the May 13 closure list the people at this facility has come together as one team and have proved once again, In true New England spirit, they will continue this work no matter what decision is made in Washington because our goal is to put the fleet back to sea at Lowest cost, and with the best Quality and Service the Navy is used to.

Once closed, reversing this decision is going to be next to impossible to get it re-opened, not to mention the environmental clean-up cost that is involved before handing it over to the State, I ask you again to please look at the facts and do the math before making this critical decision affecting so many hard working people. Thank- You

Brenda Green



BRAC Commission

AUG 01 2005

Received

AUG 01 2005

Dear Chairman Principi

Received

I write to you in support of removing Portsmouth Naval Shipyard from the list of bases to be closed. Facts surrounding the questionable data the DoD used to show excess capacity, added to the undeniable cost, quality, safety and schedule issues and importance of the knowledge and culture Portsmouth employees have which are so important to the military value of Portsmouth. Portsmouth is the best.

Portsmouth cannot be reconstituted if closed. Most of the Portsmouth employees won't move out of New England to fill gaps in other shipyards. Portsmouth skills, knowledge and Naval history will be gone forever. Backlogs in work for other drydocks will exist, and the preparedness of our Naval force will be reduced. This is not something I, as a US taxpayer, am willing to accept.

If Ford had 4 plants, 3 that built cars and trucks and 1 that specialized in trucks, but was the absolute best at trucks; Ford wouldn't consider closing that plant, in fact they'd be adding truck work to that plant to maximize their cost, quality, safety and schedule. Portsmouth is the Ford truck plant. It would be ridiculous for a company to close their best plant. Perhaps instead of closing Portsmouth, the DoD should be sending more work to Portsmouth, getting the best from them, and allowing the other yards to try and improve by concentrating on improving to meet Portsmouth standards.

As you see, I believe in Portsmouth, in fact I've dedicated my career to Portsmouth. I have given my all to help Portsmouth be number one, and deliver the best to our Naval submarine forces. Just as Lance Armstrong wears yellow for being number one, so does Portsmouth.

Removing Portsmouth from closure is the right choice. Thank you for your time.

Regards,

A handwritten signature in black ink, appearing to read "Thomas Lebel". The signature is fluid and cursive, with a large initial "T" and "L".

Thomas Lebel  
PNS Webmaster

26 Beaver Dam Road  
South Berwick, Maine 03908  
July 28, 2005

Brigadier General Sue E. Turner, USAF(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, Virginia 22202

BRAC Commission

AUG 01 2005

Received

Dear Commissioner Turner:

Thank you for taking your valuable time and coming to visit the Portsmouth Naval Shipyard, recognized by the Chief of Naval Operations as a leader in nuclear submarine maintenance, and for the phenomenal record of cost, schedule, quality and safety performance. I know you've heard a lot of testimony about the vital role the Portsmouth Naval Shipyard fulfills, but actually seeing where we are, who we are and what we do, can only add to the paramount data in support of this great industrial facility.

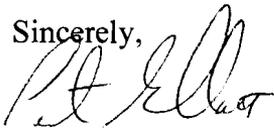
The Portsmouth Naval Shipyard is a facility that once lost, cannot be replaced by constructing a new industrial complex. The Shipyard is nestled in a small New England, tight knit community where multiple reactor plants are undergoing complex maintenance adjacent to homes, schools, shops and parks. Citizens throughout the United States fight to keep out commercial nuclear power, (e.g. Seabrook Station, Shoreham Nuclear Power) radioactive work and other industrial hazards, e.g. LPG storage from being performed in their home states regardless if it is being performed in unoccupied locales. Is there any real estate available on the East/West coast with a port that could support building a repair facility for submarines and obtain a license to perform radioactive work? The Portsmouth Naval Shipyard is a welcome neighbor in the Maine/New Hampshire seacoast. I don't think the Navy could replicate this facility, its experience and efficiency and be welcomed into a community while performing this hazardous maintenance.

By closing Portsmouth, 25% of the available locations for nuclear submarine maintenance will be lost. I can only imagine if a hurricane hit Virginia or there was an attack by unfriendly forces on Hawaii, our submarines would be severely limited in the short and long term for emergent or scheduled maintenance.

Portsmouth Naval Shipyard sets the bar by which all other activities try to reach. Portsmouth's unprecedented schedule and cost savings return submarines back to battle ready status before any other shipyard. To keep the same number of ships in the fleet would require building more submarines because those undergoing overhaul will be in the shipyards for longer durations than if that maintenance was performed at Portsmouth. I don't think McDonalds, Dunkin Donuts or WalMart would close their most successful franchise. The Portsmouth Naval Shipyard has an appetite for nuclear submarine repair and being the best in all facets.

For our submarine fleet and the American taxpayer, keeping Portsmouth Naval Shipyard open will keep more of our submarines in active status and reduce overall costs to the taxpayer for submarine maintenance. It's win, win for everyone.

Sincerely,



Peter Greenblatt

BRAC Commission

July 29, 2005

AUG 01 2005

Received

BRAC Commission  
2521 South Clark St.  
Suite 600  
Arlington, VA 22202

Dear Commissioner Newton:

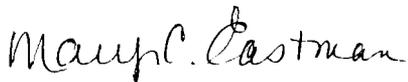
You have been presented with the facts concerning Portsmouth Naval Shipyard. You know that we have the best record, do the best work, the most efficiently and the most economically. You are aware that our work ethic cannot be matched. I'm sure by now that you know our community support is probably one of the highest of the installations you have visited. I won't repeat what hundreds of others before me have already said. I will say that without Portsmouth Naval Shipyard as an active repair facility, the defense of our country will be in jeopardy. Overhaul maintenance of our submarines will become critical. The overhaul schedules in the three remaining shipyards will become more backed up than ever before. To get a submarine back to the fleet on schedule will become a distant memory.

There is no EXCESS CAPACITY. We operate most efficiently with four shipyards, and our country's defense will surely lose if you vote to close Portsmouth Naval Shipyard.

I work in the Logistics Support section of the Nuclear Engineering Code. Our job is to obtain the required material for the Production Shops to perform the overhaul maintenance. We are a dedicated group of individuals. Most of us would probably ride out our remaining days (if closed) and be eligible for retirement. But we DON'T want this!! We want to continue working at a place we have helped become the BEST. We take PRIDE in our jobs and our country.

In closing, I ask that you weigh all the facts fairly, and not be influenced by anything but the facts. Saying that, I know the right thing will be done and PORTSMOUTH NAVAL SHIPYARD WILL REMAIN OPEN.

Respectfully,



Mary C. Eastman

27 July, 2005

From: Timothy J. Fisher  
Portsmouth Naval Shipyard  
To: Commissioner Hill

AUG 01 2005

Received

Subj: DOWNSIDE OF CLOSING PORTSMOUTH NAVAL SHIPYARD

I would like to take a minute of your time to express my gratitude to you for being objective in this BRAC process and to provide you with a little background on how I view the proposed closing of Portsmouth Naval Shipyard (PNS).

When I first saw the list of commissioners appointed to the BRAC and what part of the country they represented, I figured PNS was doomed no matter where we stood in the ranking, but from what I have read and witnessed first hand, you folks are independent, well-informed, and you are not likely to embrace the Pentagon's recommendations without due justification. Thank you!

I have been a Nuclear Engineer for 24+ years here at PNS, holding a number of positions such as: Shift Refueling Engineer, Project Quality Engineer, Radiological Controls Engineer, Nuclear Assistant Project Superintendent, and most recently, Assistant Production Department Refueling Manager. In these various positions I have had the opportunity to work directly with the other shipyards one-on-one and as a team. I can only speak for the nuclear aspect of overhauls, when I say PNS is by far the leader. Whether it is a meeting, a special project, a new type of overhaul, etc, being discussed, PNS always takes the leadership role and is willing to take on any assignment, no matter how much we already have on our plate. Our job has been, and always will be, to support what the Navy needs to keep ships in a "ready condition".

When it comes to submarines, the Navy relies heavily on PNS. Whenever there are problems at the other Shipyards, the first words from NAVSEA are, "How does PNS do it? Get them on the phone!" I can tell you first hand that the other Shipyards do not like being compared with PNS, and whether or not they will admit it, they will be ecstatic when they don't have to play second fiddle to PNS. I feel that the Navy has already set themselves up for failure by coming on line and making the statement that Pearl Harbor's strategic location makes it infinitely more valuable to the nation than Portsmouth. That statement alone is telling the other shipyards not to worry about cost, schedule, quality, and safety, because all that matters is location, location, location. Closing PNS will take away the competitiveness that is out there, even though we are under the "One Shipyard Concept", PNS and PNS alone drives competitiveness.

You have the information; you can see where PNS stands amongst the other shipyards. There is no doubt that we are the best at what we do. Capacity data shows that there is no excess capacity. Taking PNS out of the equation will put submarine overhaul schedules into a tailspin the Navy will not be able to recover from. **Please** keep PNS open so that we can continue to drive the other shipyards to perform as effectively as we do. Keep in mind that we can work on anything because we have the discipline,

work ethics, and leadership to work on the most sophisticated machines in the world, the nuclear powered submarines.

Sincerely,

*Timothy J Fisher*

# SAVE OUR SHIPYARD PETITION

We, the undersigned citizens, are deeply concerned about the future of the Portsmouth Naval Shipyard. It is a facility accomplishing work that is vital to the security of this region and this country. In addition, it is a cornerstone of the economic wellbeing of many surrounding communities. For more than 200 years the Portsmouth Naval Shipyard has served this country. In the centennial year of the Treaty of Portsmouth, negotiated and signed at the shipyard, we entreat your support to maintain and build on this unique source of strength that is a distinguished part of our heritage. We request that you **SAVE OUR SHIPYARD!**

Name

Address

Jaraine Bernier

52 Linden St Exeter NH

Albert Bernier

" " " "

JAN RUSSELL

105 KINGSTON RD; EXETER, NH

Doc Tinker

46 Linden St, Exeter 03833

Mary Margaret Carr

50 Linden St. Exeter N.H. 03833

Raymond J. Carr

50 Linden St. Exeter, N.H.

BRAC Commission

AUG 01 2005

Received

BRAC Commission

AUG 01 2005

Received

July 29, 2005

Dear BRAC Commissioners,

I am a 72 year old grandmother who has experienced a lot of changes and hard knocks over the years. I don't want to see families here to me uprooted here in Maine & N. H. I remember, as a child, the pain it caused for my father to lose his job at the shipyard years ago.

Please do all you can to help us continue life the way it should be.

With sincere thanks for whatever you can do.

Sincerely,  
Sally B. Ankle  
114 Old Post Road  
Kittery  
ME, 03904

3 Georgia Street  
York, Maine 03909

BRAC Commission

July 29th 2005

**AUG 01 2005**

Brigadier General Sue E. Turner (USAF, Ret.)  
Defense Base Closure And Realignment Commission  
Arlington, VA

Received

Dear General Turner,

As you deliberate on the future of the Portsmouth Naval Shipyard, I would ask that you remember that the shipyard has been a leader in submarine depot level maintenance for the last ten years. The Shipyard has transformed itself into this leadership position by

- reducing schedules for depot level availabilities by improved processes
- traveling world-wide in support of urgent ship repair missions
- reducing costs while completing work with first-time quality

In my view, the driving force for this change was the need to return ships to the fleet sooner and at lower costs as the new-build program was cut back. The changes in culture that resulted in this transformation are an invaluable resource to the Navy and to the country. Should the Shipyard be closed, it's capabilities and resources would be lost forever.

In your visit to the Shipyard, you have seen and heard first-hand the role that the Shipyard plays in Nuclear Submarine maintenance.

You have seen the certified data that supports the need for the Shipyard, it's workforce and it's facilities remain a viable asset to the Navy. I strongly urge you to vote to remove the Portsmouth Naval Shipyard from the Department of Defense list of recommended base closures.

Sincerely,



Peter J. McArdle  
York, Maine

**Ronald T. Marcoux  
P. O. Box 442  
Somersworth, NH 03878**

**July 30, 2005**

**General Lloyd W. Newton, USAF(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202**

BRAC Commission

**AUG 01 2005**

**Dear Commissioner Newton,**

Received

**I am a retiree of the Portsmouth Naval Shipyard, having spent thirty- one years in the Engineering and Planning Dept. as an engineer and manager. Presently, I am employed as a contractor for CACI International, at Portsmouth Naval Shipyard, providing engineering services in the development of Engineering Standards that are utilized at all four Naval Shipyards.**

**205 years of heritage and exemplary performance, being rewarded by a closure order is difficult to swallow! Particularly when the order is released one day after receiving the Navy's "Meritorious Award for Excellence."**

**Closure of this shipyard, would devastate the local economy. Kittery- Portsmouth and the surrounding area is primarily a tourist's community. Eighty percent of the workforce lives within thirty-five miles of the shipyard. If closure occurs, the only alternative is accepting lower wages in the area. Re-locating for the majority is not an option; New Englander's are not prone to dig up their roots and re-settle.**

**I would like to point out, one of the traditional values taught to me was if you "work hard and do your best, you'll be rewarded." Well, apparently the values of the Department of Defense are somewhat skewed. Portsmouth Naval Shipyard employees worked extremely hard; succeeded in becoming the premiere navy yard in cost, schedule, quality, and safety, and our reward is closure.**

**Finally, I'd like to point out that as far as strategic value is concerned, both Portsmouth Naval Shipyard and Submarine Base New London have the proximity advantage of deployment of submarines via the Polar route. This is the least detectable route to traverse to the Theatre of Operations.**

**Sincerely,**

  
**Ronald T. Marcoux**

Christine M. W. Marcoux  
P. O. Box 442  
171 West High Street  
Somersworth, NH 03878

July 28, 2005

Admiral Harold W. Gehman, Jr., USN(Ret)  
2005 Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202

BRAC Commission

AUG 01 2005

Received

Dear Commissioner Gehman:

I am writing on behalf of the Portsmouth Naval Shipyard as a Citizen of Somersworth NH, a Somersworth School Board Member, and a Portsmouth Naval Shipyard employee. I strongly urge that you remove the premier lead Shipyard, Portsmouth Naval Shipyard from consideration for closure.

It was with great sadness on May 13<sup>th</sup>, 2005 that the Department of Defense announced the recommended closure of Portsmouth Naval Shipyard. I am an employee of 21 years and it truly felt like a kick in the stomach. It did not take long for myself and the other 4,100 men and women of Portsmouth Naval Shipyard to realize that we must remain vigilant in our production efforts on current ship maintenance availabilities to ensure we maintain our efficiency and productivity. This is a vital part of our work ethics and culture. The workforce at Portsmouth Naval Shipyard is specialized, highly skilled and if to close would be irreplaceable and not easily to replicate without several years of training and several hundred million dollars in expense.

As a citizen and taxpayer I am deeply concerned that the Department of Defense priorities do not have high regard for Submarine Maintenance. Without the dry-docks and specialized workforce there will be lack of capacity to maintain the Submarine Fleets at optimal operation readiness and keep our enemies under surveillance and at bay. The outcome of this disregard will be submarines tied to piers and unable to perform their missions towards the war on terrorism.

As an elected School Board Member, I am concerned that the economic impact on Southern New Hampshire was not appropriately accounted for in the Department of Defense analysis and recommendation. In addition to Maine's property values, New Hampshire property values will decrease. The local tax base revenues that support our Children's Education and our Educational Infrastructure will not be available. The closing of Portsmouth Naval Shipyard will cause severe economic hardship to all surrounding communities.

In closing I want to commend you, The Commission and Staff for your thorough review and analysis of the task at hand. I trust that you will make your decision based on the facts and that the political element will be removed.

Sincerely,

  
Christine M. W. Marcoux

AUG 01 2005



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

Received  
IN REPLY REFER TO:

BRAC Commission

Dear Commissioner Coyle,

AUG 1

Received

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepair and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

AUG 01 2005

28 July 2005

Dear Commissioner Gehman,

Received

Portsmouth Naval Shipyard has been in existence for over 200 years. Several times over that period, fluctuations in foreign threat and in Shipyard workload have caused Portsmouth to be considered for closure.

As early as 1876, Congress considered Portsmouth for closure and appointed a board to study the issue. The board was decidedly opposed to abandoning the Yard and found, in part, that "There is a large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are esteemed among the best in the Country".

Again in 1964, the Secretary of Defense announced Portsmouth Naval Shipyard was to be closed. Operations were to be gradually reduced until work terminated by the end of 1974. This planned closure was based on a premise that sufficient nuclear submarine overhaul and repair capability existed without Portsmouth. While under this closure order, Portsmouth Naval Shipyard continued to operate and shipyard workers continued to strive to maintain the traditions of excellence in shipbuilding and repair which had been built up during almost two centuries. In spite of the closure order, Portsmouth workers continued to build new submarines and even set records for overhaul duration that were unmatched by any other shipyard. In 1971 it finally became apparent that total shipyard industrial capacity was being severely taxed (even with Portsmouth) and that Portsmouth should not be closed. President Nixon rescinded the Portsmouth closure order in 1971.

It is fortunate that Portsmouth was not closed in these previous instances:

- If Portsmouth had been closed in 1876, well over 100 ships and submarines, vital to helping the nation win both World Wars would not have been built.
- If Portsmouth had been closed in 1964, a large portion of the nuclear submarine fleet which helped win the cold war, continues to prosecute the war on terror, and avoids countless other conflicts through covert operations, would not have been built and overhauled in time to support their vital missions.

Our national history demonstrates that the short-term view often fails to reveal real threats to our security. Failure to see clearly defined threats has lead to misguided attempts at elimination of the infrastructure that supports that security. The example of Portsmouth Naval Shipyard clearly demonstrates that calculations of capacity are prone to error.

The tradition of shipbuilding, and more recently of submarine overhaul and repair, runs strong at Portsmouth. My grandfather (and his foster father) worked at Portsmouth Naval Shipyard almost continuously between the 1890's and 1960's. I vividly remember my grandfather telling me of his experience regarding national defense. My grandfather saw Portsmouth between the World Wars, when it was thought there was no threat. He subsequently lived through World War II, during which submarines could not be built fast enough. He experienced the period following World War II when it appeared there was no threat and ultimately Portsmouth was slated for closure. He subsequently lived through the Cold War during which submarines couldn't be built and overhauled fast enough.

Having lived through such cycles where there was "no threat" followed by an overwhelming threat, he was adamant that the short-term view would continue to result in mistaken efforts to reduce infrastructure that would subsequently be needed.

The people who would have closed Portsmouth Naval Shipyard in 1876 and 1964 no doubt thought that they were doing the right thing. The Americans who sailed in the ships subsequently built and overhauled at Portsmouth, and those who are free today as a result, no doubt have a different view.

The inability to see far enough into the future to define a clear threat or to anticipate the need for infrastructure does not mean that there is no threat or that there is no need. When Portsmouth was slated for closure in 1964, it took seven years before it became evident that overhaul capacity had been miscalculated and that there was an urgent need for Portsmouth. The closure currently being considered does not provide such a grace period. What makes closure particularly problematic in the case of a nuclear-capable shipyard is the irreversibility of closure. Once it is gone, the personnel, equipment, and facilities that comprise a shipyard are gone forever. When a subsequent threat to security or a miscalculation of capacity becomes evident, no ships will be built or overhauled on the land where a former shipyard once existed.

Funds for defense are precious and deserve to be treated as precious. The American taxpayer deserves to receive the best product for every dollar spent. The American taxpayer also deserves to feel safe from threat. The Navy has told you and shown you that Portsmouth Naval Shipyard surpasses all other shipyards (and not just Naval Shipyards) in Cost, Schedule, Quality, and Safety. The Navy has told you that Portsmouth leads the way and is held up as an example to the other shipyards. There is still a "large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are [still] esteemed among the best in the country". I believe that the precious defense funds are best spent in Portsmouth and that the cyclical nature of world events dictates that the infrastructure in overhaul and ship repair must not be reduced further.

We have the benefit of this past to guide us. I urge you to consider this history as you proceed with your deliberations.

A handwritten signature in black ink, appearing to read 'Mark H. Evans', with a long horizontal flourish extending to the right.

Mark H. Evans

July 20, 2005

BRAC Commission

AUG 01 2005

Received

General James T. Hill, USA(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Hill,

The Closing of the Portsmouth Naval Ship Yard would have a devastating effect on both the Department of Defense as well as the surrounding communities.

1.) D.O.D. would suffer the loss of the best Shipyard in the Country. P.N.S.Y. is the leader in performance, cost, schedule, quality and safety. Closing the Shipyard would result in the loss of hundreds of millions of dollars associated with superior performance.

The fact that P.N.S.Y. is a licensed Naval Nuclear Facility is also of concern. Once a Naval Nuclear Facility is closed, it is virtually impossible to reverse, not to mention the loss of dry dock space and the cost of replacing them.

2.) The surrounding communities would be affected for a radius of over 100 miles. Not only the more than 4,000 Shipyard workers, but all the area merchants and businesses the Shipyard workers support.

Our region is already troubled and closing P.N.S.Y. would send our region in an economic tail spin. This is not in the best interest of our Country and not fair to the residents of New England.

We thank the Department of the Navy for recognizing us in the form of a medal, however we don't wish to be thanked by pinning a medal on our chest and being forgotten. We wish to be thanked by allowing us to continue performing the superior work we have become so well known for in the industry.

Thank You,



BRAC Commission

AUG 01 2005

Received

Thomas Horigan  
50 Darcy Road  
York, ME 03909

(207) 363-6879

28 July 2005

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Honorable Chairman Principi:

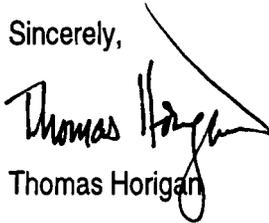
The closing of Portsmouth Naval Shipyard will affect thousands of families, hundreds of local businesses, and our entire local economy. I understand how this process may affect the people I work with, my family, and myself, but my concerns also include the trend our nation's work force has seen over the past few decades of good jobs disappearing from this country.

The majority of the Shipyard's work force are blue-collar production workers. This group performs the highly technical, physical work involved with submarine overhaul and repair. These dedicated patriots have brought our Shipyard the highest recognition and praise from top military officials. These hardworking employees represent a dying breed in this country whose previous generations built our highways, bridges and city skylines. These men and women all earn an honest wage and receive excellent benefits.

At one time, the American Dream of home ownership could be achieved if you worked full time. This is no longer the case, and as good paying blue-collar jobs continue to vanish from this country, fewer and fewer people are able to realize that dream. This round of base closures will further exacerbate this trend as tens of thousands of good paying jobs are eliminated nationwide.

For many of my countrymen, the American Dream is at stake. For the great states of Maine and New Hampshire, thousands of desperately needed high-quality jobs are threatened. There is so much to lose by closing the Portsmouth Naval Shipyard and so little (if anything) to gain. Please take a moment and think of what appears to be an insignificant savings vs. a devastating blow to the Shipyard's workers and to the Seacoast economy.

Sincerely,



Thomas Horigan

Gary Woods  
9 Elizabeth Lane  
Kittery Point, ME 03905  
July 25, 2005

BRAC Commission  
2521 south Clark St, Suite 600  
Arlington, VA 22202

BRAC Commission

**AUG 01 2005**

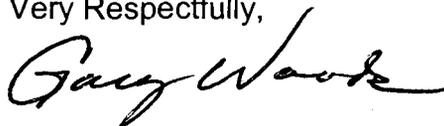
Dear Commissioner Coyle,

I am writing to share with you the stewardship to the submarine community that exists at Portsmouth Naval Shipyard, because at the end of the day, submarine safety is what really counts. As you are now aware, Portsmouth Naval Shipyard is designated the Navy's lead submarine maintenance, engineering and repair facility. We have demonstrated with sound metrics and data that overcapacity of facilities or skilled manpower does not exist among the shipyards and our performance provides a significant cost savings to the stakeholders (taxpayers, Commanders'/sailors', and NAVSEA). Additionally I ask you to consider the stewardship and leadership we provide because the safety of the submarine is paramount over savings or any other metric. In the economics of the defense of our country, like many other public sector services and particularly with the submarine service, 'it does not matter if you save money if you loose the fight'. In the case of the submarine service, that 'fight' is safety. The operating environment of a submarine is extremely hostile, such as; hydrodynamic forces, hydrostatic/sea pressure forces and potential mission imposed shock. The Inspections, maintenance and repair of the submarine require specialized expertise and discipline uniquely developed and practiced at Portsmouth. This Portsmouth lead shipyard stewardship is evident on-yard and throughout the submarine community. We are constantly identifying systemic/fleet-wide deficiencies and sharing immediate inspections and corrective actions with the other shipyards and operating submarines.

NASA is attempting to develop a culture modeled after Portsmouth where safety is paramount and yet they can execute restoration tasks efficiently and effectively. I truly fear the results of losing Portsmouth's submarine stewardship, particularly during this time of increased operational tempo of the submarines, effects of older submarines in service as well as unexpected conditions on the new class submarines. Our country's defense cannot afford the catastrophic losses NASA has experienced. All the stakeholders need Portsmouth and the stewardship we provide as lead submarine shipyard.

I thank-you for your sound and careful review of the BRAC recommendations and ask you to include the invaluable stewardship to the submarine community Portsmouth provides, as well as all the measurable metrics and benefits we provide to our taxpayers, DoD, submarine Commanders and Sailors, because safety is paramount.

Very Respectfully,



Gary Woods  
Project Engineering & Planning Manager

Gary Woods  
9 Elizabeth Lane  
Kittery Point, ME 03905  
July 25, 2005

BRAC Commission  
2521 south Clark St, Suite 600  
Arlington, VA 22202

BRAC Commission

AUG 01 2005

Received

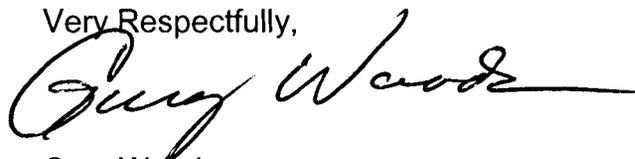
Dear Chairman,

I am writing to share with you the stewardship to the submarine community that exists at Portsmouth Naval Shipyard, because at the end of the day, submarine safety is what really counts. As you are now aware, Portsmouth Naval Shipyard is designated the Navy's lead submarine maintenance, engineering and repair facility. We have demonstrated with sound metrics and data that overcapacity of facilities or skilled manpower does not exist among the shipyards and our performance provides a significant cost savings to the stakeholders (taxpayers, Commanders'/sailors', and NAVSEA). Additionally I ask you to consider the stewardship and leadership we provide because the safety of the submarine is paramount over savings or any other metric. In the economics of the defense of our country, like many other public sector services and particularly with the submarine service, 'it does not matter if you save money if you loose the fight'. In the case of the submarine service, that 'fight' is safety. The operating environment of a submarine is extremely hostile, such as; hydrodynamic forces, hydrostatic/sea pressure forces and potential mission imposed shock. The Inspections, maintenance and repair of the submarine require specialized expertise and discipline uniquely developed and practiced at Portsmouth. This Portsmouth lead shipyard stewardship is evident on-yard and throughout the submarine community. We are constantly identifying systemic/fleet-wide deficiencies and sharing immediate inspections and corrective actions with the other shipyards and operating submarines.

NASA is attempting to develop a culture modeled after Portsmouth where safety is paramount and yet they can execute restoration tasks efficiently and effectively. I truly fear the results of losing Portsmouth's submarine stewardship, particularly during this time of increased operational tempo of the submarines, effects of older submarines in service as well as unexpected conditions on the new class submarines. Our country's defense cannot afford the catastrophic losses NASA has experienced. All the stakeholders need Portsmouth and the stewardship we provide as lead submarine shipyard.

I thank-you for your sound and careful review of the BRAC recommendations and ask you to include the invaluable stewardship to the submarine community Portsmouth provides, as well as all the measurable metrics and benefits we provide to our taxpayers, DoD, submarine Commanders and Sailors, because safety is paramount.

Very Respectfully,



Gary Woods  
Project Engineering & Planning Manager

Gary Woods  
9 Elizabeth Lane  
Kittery Point, ME 03905  
July 25, 2005

BRAC Commission  
2521 south Clark St, Suite 600  
Arlington, VA 22202

BRAC Commission

AUG 01 2005

Received

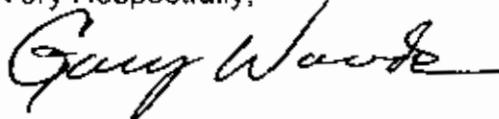
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Gary Woods  
Project Engineering & Planning Manager

Ronald T. Marcoux  
P. O. Box 442  
Somersworth, NH 03878

July 30, 2005

Brigadier General Sue E. Turner, USAF(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202

BRAC Commission

AUG 01 2005

Dear Commissioner Turner,

Received

I am a retiree of the Portsmouth Naval Shipyard, having spent thirty- one years in the Engineering and Planning Dept. as an engineer and manager. Presently, I am employed as a contractor for CACI International, at Portsmouth Naval Shipyard, providing engineering services in the development of Engineering Standards that are utilized at all four Naval Shipyards.

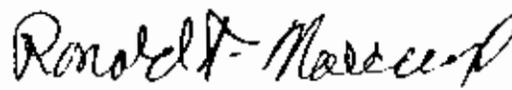
205 years of heritage and exemplary performance, being rewarded by a closure order is difficult to swallow! Particularly when the order is released one day after receiving the Navy's "Meritorious Award for Excellence."

Closure of this shipyard, would devastate the local economy. Kittery- Portsmouth and the surrounding area is primarily a tourist's community. Eighty percent of the workforce lives within thirty-five miles of the shipyard. If closure occurs, the only alternative is accepting lower wages in the area. Re-locating for the majority is not an option; New Englanders are not prone to dig up their roots and re-settle.

I would like to point out, one of the traditional values taught to me was if you "work hard and do your best, you'll be rewarded." Well, apparently the values of the Department of Defense are somewhat skewed. Portsmouth Naval Shipyard employees worked extremely hard; succeeded in becoming the premiere navy yard in cost, schedule, quality, and safety, and our reward is closure.

Finally, I'd like to point out that as far as strategic value is concerned, both Portsmouth Naval Shipyard and Submarine Base New London have the proximity advantage of deployment of submarines via the Polar route. This is the least detectable route to traverse to the Theatre of Operations.

Sincerely,

  
Ronald T. Marcoux

Ronald T. Marcoux  
P. O. Box 442  
Somersworth, NH 03878

July 30, 2005

Admiral Harold W. Gehman, Jr., USN(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202

BRAC Commission

AUG 01 2005

Dear Commissioner Gehman,

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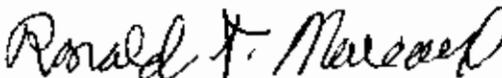
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Somersworth, NH 03878

July 30, 2005

The Honorable Samuel K. Skinner  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202

BRAC Commission

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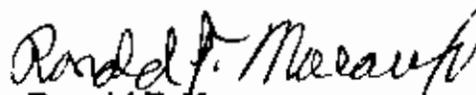
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July 30, 2005

The Honorable James V. Hansen  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202

BRAC Commission

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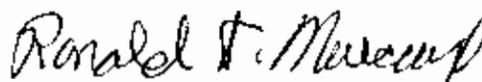
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P. O. Box 442  
Somersworth, NH 03878

July 30, 2005

The Honorable James H. Bilbray  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202

BRAC Commission

AUG 01 2005

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Sincerely,

  
Ronald T. Marcoux

Christine M. W. Marcoux  
P. O. Box 442  
171 West High Street  
Somersworth, NH 03878

July 28, 2005 BRAC Commission

The Honorable James V. Hansen  
2005 Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202

AUG 01 2005

Received

Dear Commissioner Hansen:

I am writing on behalf of the Portsmouth Naval Shipyard as a Citizen of Somersworth NH, a Somersworth School Board Member, and a Portsmouth Naval Shipyard employee. I strongly urge that you remove the premier lead Shipyard, Portsmouth Naval Shipyard from consideration for closure.

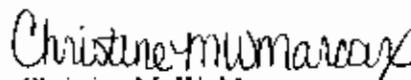
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As a citizen and taxpayer I am deeply concerned that the Department of Defense priorities do not have high regard for Submarine Maintenance. Without the dry-docks and specialized workforce there will be lack of capacity to maintain the Submarine Fleets at optimal operation readiness and keep our enemies under surveillance and at bay. The outcome of this disregard will be submarines tied to piers and unable to perform their missions towards the war on terrorism.

As an elected School Board Member, I am concerned that the economic impact on Southern New Hampshire was not appropriately accounted for in the Department of Defense analysis and recommendation. In addition to Maine's property values, New Hampshire property values will decrease. The local tax base revenues that support our Children's Education and our Educational Infrastructure will not be available. The closing of Portsmouth Naval Shipyard will cause severe economic hardship to all surrounding communities.

In closing I want to commend you, The Commission and Staff for your thorough review and analysis of the task at hand. I trust that you will make your decision based on the facts and that the political element will be removed.

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July 28, 2005

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2005 Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
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BRAC Commission

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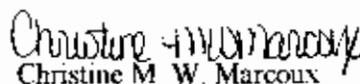
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July 28, 2005

BRAC Commission

Brigadier General Sue E. Turner, USAF(Ret)  
2005 Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202

AUG 0 1 2005

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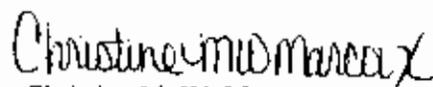
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July 28, 2005

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2005 Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202

BRAC Commission

AUG 11 2005

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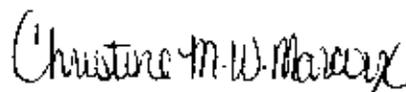
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Ronald T. Marcoux  
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July 30, 2005

General James T. Hill, USA(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202

BRAC Commission

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AUG 01 2005

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July 30, 2005

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Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202

BRAC Commission

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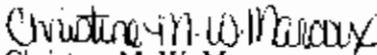
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Somersworth, NH 03878

July 28, 2005

General James T. Hill, USA(Ret)  
2005 Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202

BRAC Commission

AUG 01 2005

Dear Commissioner Hill:

Received

I am writing on behalf of the Portsmouth Naval Shipyard as a Citizen of Somersworth NH, a Somersworth School Board Member, and a Portsmouth Naval Shipyard employee. I strongly urge that you remove the premier lead Shipyard, Portsmouth Naval Shipyard from consideration for closure

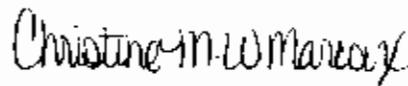
It was with great sadness on May 13<sup>th</sup>, 2005 that the Department of Defense announced the recommended closure of Portsmouth Naval Shipyard. I am an employee of 21 years and it truly felt like a kick in the stomach. It did not take long for myself and the other 4,100 men and women of Portsmouth Naval Shipyard to realize that we must remain vigilant in our production efforts on current ship maintenance availabilities to ensure we maintain our efficiency and productivity. This is a vital part of our work ethics and culture. The workforce at Portsmouth Naval Shipyard is specialized, highly skilled and if to close would be irreplaceable and not easily to replicate without several years of training and several hundred million dollars in expense.

As a citizen and taxpayer I am deeply concerned that the Department of Defense priorities do not have high regard for Submarine Maintenance. Without the dry-docks and specialized workforce there will be **lack of capacity** to maintain the Submarine Fleets at optimal operation readiness and keep our enemies under surveillance and at bay. The outcome of this disregard will be submarines tied to piers and unable to perform their missions towards the war on terrorism.

As an elected School Board Member, I am concerned that the economic impact on Southern New Hampshire was not appropriately accounted for in the Department of Defense analysis and recommendation. In addition to Maine's property values, New Hampshire property values will decrease. The local tax base revenues that support our Children's Education and our Educational Infrastructure will not be available. The closing of Portsmouth Naval Shipyard will cause severe economic hardship to all surrounding communities.

In closing I want to commend you, The Commission and Staff for your thorough review and analysis of the task at hand. I trust that you will make your decision based on the facts and that the political element will be removed.

Sincerely,



Christine M. W. Marcoux

Christine M. W. Marcoux  
P. O. Box 442  
171 West High Street  
Somersworth, NH 03878

July 28, 2005

General Lloyd W. Newton, USAF(Ret)  
2005 Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202

BRAC Commission

AUG 01 2005

Received

Dear Commissioner Newton:

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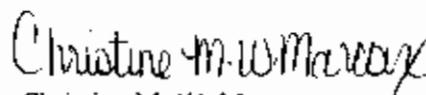
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Sincerely,

  
Christine M. W. Marcoux

July 20, 2005

The Honorable James V. Hansen  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

BRAC Commission

AUG 01 2005

Received

Dear Commissioner Hansen,

The Closing of the Portsmouth Naval Ship Yard would have a devastating effect on both the Department of Defense as well as the surrounding communities.

1.) D.O.D. would suffer the loss of the best Shipyard in the Country. P.N.S.Y. is the leader in performance, cost, schedule, quality and safety. Closing the Shipyard would result in the loss of hundreds of millions of dollars associated with superior performance.

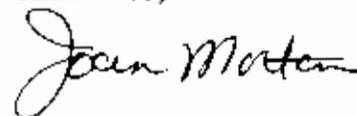
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2.) The surrounding communities would be affected for a radius of over 100 miles. Not only the more than 4,000 Shipyard workers, but all the area merchants and businesses the Shipyard workers support.

Our region is already troubled and closing P.N.S.Y. would send our region in an economic tail spin. This is not in the best interest of our Country and not fair to the residents of New England.

We thank the Department of the Navy for recognizing us in the form of a medal, however we don't wish to be thanked by pinning a medal on our chest and being forgotten. We wish to be thanked by allowing us to continue performing the superior work we have become so well known for in the industry.

Thank You,



July 20, 2005

Brigadier General Sue E. Turner, USAF(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

BRAC Commission

AUG 01 2005

Received

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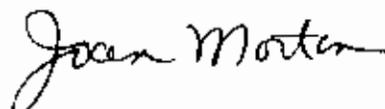
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Thank You,



July 29, 2005

BRAC Commission

BRAC Commission  
2521 South Clark St.  
Suite 600  
Arlington, VA 22202

AUG 01 2005

Received

Dear Chairman Principi:

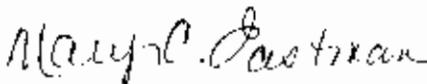
You have been presented with the facts concerning Portsmouth Naval Shipyard. You know that we have the best record, do the best work, the most efficiently and the most economically. You are aware that our work ethic cannot be matched. I'm sure by now that you know our community support is probably one of the highest of the installations you have visited. I won't repeat what hundreds of others before me have already said. I will say that without Portsmouth Naval Shipyard as an active repair facility, the defense of our country will be in jeopardy. Overhaul maintenance of our submarines will become critical. The overhaul schedules in the three remaining shipyards will become more backed up than ever before. To get a submarine back to the fleet on schedule will become a distant memory.

There is no EXCESS CAPACITY. We operate most efficiently with four shipyards, and our country's defense will surely lose if you vote to close Portsmouth Naval Shipyard.

I work in the Logistics Support section of the Nuclear Engineering Code. Our job is to obtain the required material for the Production Shops to perform the overhaul maintenance. We are a dedicated group of individuals. Most of us would probably ride out our remaining days (if closed) and be eligible for retirement. But we DON'T want this!! We want to continue working at a place we have helped become the BEST. We take PRIDE in our jobs and our country.

In closing, I ask that you weigh all the facts fairly, and not be influenced by anything but the facts. Saying that, I know the right thing will be done and PORTSMOUTH NAVAL SHIPYARD WILL REMAIN OPEN.

Respectfully,



Mary C. Eastman

1507 Lalington Street  
Portsmouth, NH 03801

July 25, 2005

Honorable James H. Billbray  
Defense Base Closure + Realignment Commission  
2521 South Clark Street  
Suite 600  
Arlington, Va 22202  
BRAC Commission

AUG 01 2005

Received

Dear Commissioner Billbray:

I am deeply concerned about the future of the Portsmouth Naval Shipyard. It is a facility accomplishing work that is vital to the security of our nation. Also, closing the shipyard would have a devastating effect on the economy of this region.

This shipyard has been a vital part of our heritage for over 200 years. Please do everything you can to keep this base open.

Thank you for your time and consideration.

Sincerely,  
Mary C. Rask.

From: Timothy J. Fisher  
Portsmouth Naval Shipyard  
To: Commissioner Skinner

AUG 01 2005

Received

Subj: DOWNSIDE OF CLOSING PORTSMOUTH NAVAL SHIPYARD

I would like to take a minute of your time to express my gratitude to you for being objective in this BRAC process and to provide you with a little background on how I view the proposed closing of Portsmouth Naval Shipyard (PNS).

When I first saw the list of commissioners appointed to the BRAC and what part of the country they represented, I figured PNS was doomed no matter where we stood in the ranking, but from what I have read and witnessed first hand, you folks are independent, well-informed, and you are not likely to embrace the Pentagon's recommendations without due justification. Thank you!

I have been a Nuclear Engineer for 24+ years here at PNS, holding a number of positions such as: Shift Refueling Engineer, Project Quality Engineer, Radiological Controls Engineer, Nuclear Assistant Project Superintendent, and most recently, Assistant Production Department Refueling Manager. In these various positions I have had the opportunity to work directly with the other shipyards one-on-one and as a team. I can only speak for the nuclear aspect of overhauls, when I say PNS is by far the leader. Whether it is a meeting, a special project, a new type of overhaul, etc, being discussed, PNS always takes the leadership role and is willing to take on any assignment, no matter how much we already have on our plate. Our job has been, and always will be, to support what the Navy needs to keep ships in a "ready condition".

When it comes to submarines, the Navy relies heavily on PNS. Whenever there are problems at the other Shipyards, the first words from NAVSEA are, "How does PNS do it? Get them on the phone!" I can tell you first hand that the other Shipyards do not like being compared with PNS, and whether or not they will admit it, they will be ecstatic when they don't have to play second fiddle to PNS. I feel that the Navy has already set themselves up for failure by coming on line and making the statement that Pearl Harbor's strategic location makes it infinitely more valuable to the nation than Portsmouth. That statement alone is telling the other shipyards not to worry about cost, schedule, quality, and safety, because all that matters is location, location, location. Closing PNS will take away the competitiveness that is out there, even though we are under the "One Shipyard Concept", PNS and PNS alone drives competitiveness.

You have the information; you can see where PNS stands amongst the other shipyards. There is no doubt that we are the best at what we do. Capacity data shows that there is no excess capacity. Taking PNS out of the equation will put submarine overhaul schedules into a tailspin the Navy will **not** be able to recover from. **Please** keep PNS open so that we can continue to drive the other shipyards to perform as effectively as we do. Keep in mind that we can work on **anything** because we have the discipline,

work ethics, and leadership to work on the most sophisticated machines in the world, the nuclear powered submarines.

Sincerely,

*Timothy J Fisher*

August 26, 2005

AUG 01 2005

Dear Commissioner Turner,

Received

I am writing to ask you to consider the impact that closing the Portsmouth Naval Shipyard would have because of a variety of reasons.

I began my government career as an apprentice in 1985, and was witness to the quality of work that is performed at this shipyard, along with the tremendous cost savings. While management was always looking to improve and streamline the processes, quality was never compromised, as has been proven with our track record here at this shipyard. The workers here take pride and ownership in that.

I am currently employed as an Audiology Technician at the Naval Health Care New England Clinic that is located at Portsmouth Naval Shipyard. Closing this shipyard would result in the closing of this clinic. It would have a detrimental impact on the Navy community. We service the shipyards workers, active duty, retirees, as well as their family members.

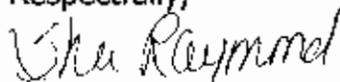
There are retirees that travel up to four hours to receive their benefits as it is a great benefit for them! The fact that we are on the list has created many concerns for them, as I am sure you are aware, they have already lost some of the benefits they had been promised. Just a couple of days ago, there was a couple here to get their hearing checked who were in their 90's. They got very emotional asking "Where will we go for services?" along with "How will I be able to afford my prescriptions?" One may ask what the big deal is, there is only a small co-pay to have them filled on "the outside", however when you are on a fixed income, the "small" co-pay becomes a large burden.

The active duty we see here off the subs and cutters have often commented on the quality of work they have seen done at the yard, and have expressed the fact that they feel their lives are in good hands as a result of the work being performed here, not to mention the satisfaction of the services they receive from all of us here at the clinic. We all take pride in delivering the best services we possibly can.

We all wear our Meritorious Unit Commendation pins and/or ribbons with great pride and are looking forward to working hard to earn our next one! There are many other points I could mention, however I am sure you are well aware of the points to ponder. Please reconsider the decision to close us and see how taking us off the list would only be a **WIN WIN** situation for all.

I thank you for your time.

Respectfully,



Sher Raymond

July 20, 2005

AUG 01 2005

Received

The Honorable Samuel K. Skinner  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Skinner,

The Closing of the Portsmouth Naval Ship Yard would have a devastating effect on both the Department of Defense as well as the surrounding communities.

1.) D.O.D. would suffer the loss of the best Shipyard in the Country. P.N.S.Y. is the leader in performance, cost, schedule, quality and safety. Closing the Shipyard would result in the loss of hundreds of millions of dollars associated with superior performance.

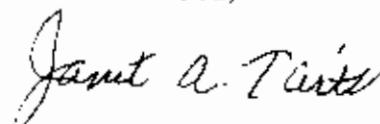
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We thank the Department of the Navy for recognizing us in the form of a medal, however we don't wish to be thanked by pinning a medal on our chest and being forgotten. We wish to be thanked by allowing us to continue performing the superior work we have become so well known for in the industry.

Thank You,



BRAC Commission

July 29, 2005

AUG 01 2005

BRAC Commission  
2521 South Clark St.  
Suite 600  
Arlington, VA 22202

Received

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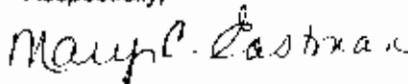
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In closing, I ask that you weigh all the facts fairly, and not be influenced by anything but the facts. Saying that, I know the right thing will be done and PORTSMOUTH NAVAL SHIPYARD WILL REMAIN OPEN.

Respectfully,



Mary C. Eastman

**Green Brenda L PORT**

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Dear Commissioner Skinner,

I have worked for the Portsmouth Naval shipyard for over 23 years, and my husband who also works here has 32 years. The shipyard has been very good to us in terms of good pay and have been able to raise our family. I know the closures are not supposed to be based on economic impact but no matter how much the Pentagon, Donald Rumsfeld and President Bush want to sweep it under the rug, economic impact does come in to play. If you close this shipyard you will not only lose the Number 1 shipyard in the country but you will be contributing factor to the detrimental impact this is going to have on the State of Maine and New Hampshire. With DFAS in Limestone and Brunswick Air Base on the chopping block, we can not afford to lose this activity also.

In light of the May 13 closure list the people at this facility has come together as one team and have proved once again, In true New England spirit, they will continue this work no matter what decision is made in Washington because our goal is to put the fleet back to sea at Lowest cost, and with the best Quality and Service the Navy is used to.

Once closed, reversing this decision is going to be next to impossible to get it re-opened, not to mention the environmental clean-up cost that is involved before handing it over to the State, I ask you again to please look at the facts and do the math before making this critical decision affecting so many hard working people. Thank- You

Brenda Green



BRAC Commission

AUG 11 2005

Received

BRAC Commission

Bill Billbay  
BRAC Commission  
2521 South Clark St., Suite 600  
Arlington, VA 22202

AUG 01 2005

Received

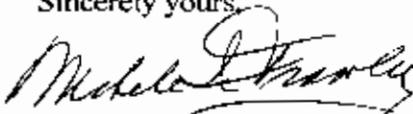
Dear Sir:-

This letter is to urge you to remove the Portsmouth Naval Shipyard from the BRAC list. America cannot afford to lose this shipyard during these perilous times, especially as it is the most efficient and cost effective shipyard in the USA.

The data presented at the July 6<sup>th</sup> regional hearing in Boston clearly demonstrated that there is little value to be gained by closing Portsmouth. In fact, we believe that the presentations which occurred at that time strongly supported the fact that not only the Navy, but all of the United States of America need the Portsmouth Naval Shipyard to remain in operation. The superlative work done in this shipyard cannot be surpassed by any other facility and during these times of uncertainty in our world, we need to maintain all of our existing submarines at a level of readiness to meet any threat to our way of life in our United States.

For whatever reason, we believe that the Northeast region of this country has been unfairly left unguarded and we feel that this is one more reason why the Portsmouth Naval Shipyard should remain in operation to protect the caring citizens of this area. We can only hope that the BRAC commission will do what is best for our country and remove our shipyard from the current BRAC list. Thank you for your consideration in this matter.

Sincerely yours,



Michele I. Frawley  
Portsmouth N.H.

July 20, 2005

The Honorable Anthony J. Principi – Chairman  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

BRAC Commission

AUG 01 2005

Received

Dear Chairman Principi,

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Our region is already troubled and closing P.N.S.Y. would send our region in an economic tail spin. This is not in the best interest of our Country and not fair to the residents of New England.

We thank the Department of the Navy for recognizing us in the form of a medal, however we don't wish to be thanked by pinning a medal on our chest and being forgotten. We wish to be thanked by allowing us to continue performing the superior work we have become so well known for in the industry.

Thank You,

*Broda Emery*

Thursday, July 21, 2005

Dear Commissioner Hansen

Thank You!

Like you I have spent my entire working life in service to this country, for the last 23 years I have worked at Portsmouth Naval Shipyard. I understand the significance of the task you currently have makes it a huge challenge and burden on you to do the right thing. So thank you for taking on that challenge.

I'm sure one of the major concerns of the commission is to do no harm and that is my plea to you. I do not believe the DOD workload numbers, and I do not think you do either. You may not agree with the numbers PNS presented but I assure you they are based on facts and history and have been developed by the best analysts of our business that the Navy has. No matter what you believe the numbers to be, do you really really believe that now and in the future there is so much excess capacity that we can afford to and should close the most efficient, productive and safest nuclear licensed shipyard in the country. Not only is this a death sentence for the shipyard it is an irrevocable loss of one of our nuclear shipyards forever.

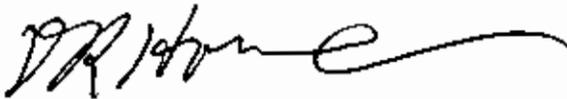
ARE YOU SURE we will never need the capacity Portsmouth Naval Shipyard offers.

WE WILL NEVER build another nuclear shipyard. Norfolk Naval Shipyard, Puget Sound Naval Shipyard, Pearl Harbor Naval Shipyard and Electric Boat have no room to expand. All are bounded to their current footprint by surrounding facilities.

PLEASE do not allow the DOD to make a mistake we can never recover from. Do not allow them to close their best shipyard and give up that nuclear site and license forever.

Thank you, for your time and your efforts in this difficult endeavor.

VR



DK Home  
124 School St.  
Berwick ME 03901

BRAC Commission

AUG 01 2005

Received

July 20, 2005

The Honorable Anthony J. Principi – Chairman  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

BRAC Commission

AUG 01 2005

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Thank You.

*Janet A. Poite*

AUG 01 2005

Received

Dear Commissioner Skinner

I write to you in support of removing Portsmouth Naval Shipyard from the list of bases to be closed. Facts surrounding the questionable data the DoD used to show excess capacity, added to the undeniable cost, quality, safety and schedule issues and importance of the knowledge and culture Portsmouth employees have which are so important to the military value of Portsmouth. Portsmouth is the best.

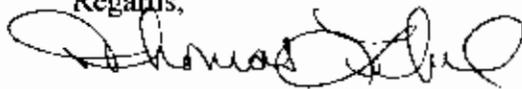
Portsmouth cannot be reconstituted if closed. Most of the Portsmouth employees won't move out of New England to fill gaps in other shipyards. Portsmouth skills, knowledge and Naval history will be gone forever. Backlogs in work for other drydocks will exist, and the preparedness of our Naval force will be reduced. This is not something I, as a US taxpayer, am willing to accept.

If Ford had 4 plants, 3 that built cars and trucks and 1 that specialized in trucks, but was the absolute best at trucks; Ford wouldn't consider closing that plant, in fact they'd be adding truck work to that plant to maximize their cost, quality, safety and schedule. Portsmouth is the Ford truck plant. It would be ridiculous for a company to close their best plant. Perhaps instead of closing Portsmouth, the DoD should be sending more work to Portsmouth, getting the best from them, and allowing the other yards to try and improve by concentrating on improving to meet Portsmouth standards.

As you see, I believe in Portsmouth, in fact I've dedicated my career to Portsmouth. I have given my all to help Portsmouth be number one, and deliver the best to our Naval submarine forces. Just as Lance Armstrong wears yellow for being number one, so does Portsmouth.

Removing Portsmouth from closure is the right choice. Thank you for your time.

Regards,



Thomas Lebel  
PNS Webmaster

AUG 01 2005

Received

Dear Commissioner Newton

I write to you in support of removing Portsmouth Naval Shipyard from the list of bases to be closed. Facts surrounding the questionable data the DoD used to show excess capacity, added to the undeniable cost, quality, safety and schedule issues and importance of the knowledge and culture Portsmouth employees have which are so important to the military value of Portsmouth. Portsmouth is the best.

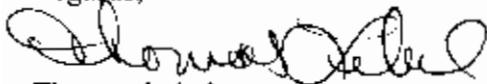
Portsmouth cannot be reconstituted if closed. Most of the Portsmouth employees won't move out of New England to fill gaps in other shipyards. Portsmouth skills, knowledge and Naval history will be gone forever. Backlogs in work for other drydocks will exist, and the preparedness of our Naval force will be reduced. This is not something I, as a US taxpayer, am willing to accept.

If Ford had 4 plants, 3 that built cars and trucks and 1 that specialized in trucks, but was the absolute best at trucks; Ford wouldn't consider closing that plant, in fact they'd be adding truck work to that plant to maximize their cost, quality, safety and schedule. Portsmouth is the Ford truck plant. It would be ridiculous for a company to close their best plant. Perhaps instead of closing Portsmouth, the DoD should be sending more work to Portsmouth, getting the best from them, and allowing the other yards to try and improve by concentrating on improving to meet Portsmouth standards.

As you see, I believe in Portsmouth, in fact I've dedicated my career to Portsmouth. I have given my all to help Portsmouth be number one, and deliver the best to our Naval submarine forces. Just as Lance Armstrong wears yellow for being number one, so does Portsmouth.

Removing Portsmouth from closure is the right choice. Thank you for your time.

Regards,



Thomas Lebel  
PNS Webmaster

27 July '05

AUG 11 2005

Sir:

Received

I'm writing to you to ask you to take ~~the~~ the Portsmouth Naval Shipyard OFF the closure list.

"The Yard (as it has been known as for many years) has proven itself many times in past history, as a valuable addition to the nation's Dept. of Defense. Superior workmanship, on or under budget, and the work completed on or before the due dates.

I understand that ALL our submarines are now nuclear powered. Portsmouth is a "nuclear yard," with an ~~ice~~ free approach, and it can handle most any submarine in our fleet.

To close the yard now, is just what the world-wide terrorist organization wants. To weaken our national defense, is playing into their hands. It would be another of their all too frequent successes.

All the above says nothing about what closing the yard would do to the economy of our area.

Please think ahead. We need ALL phases of the defense of freedom we have, at the moment.

Most sincerely, Sheldon Prescott of Durham, N.H.

July 20, 2005

General James T. Hill, USA(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

BRAC Commission

AUG 01 2005

Received

Dear Commissioner Hill,

The Closing of the Portsmouth Naval Ship Yard would have a devastating effect on both the Department of Defense as well as the surrounding communities.

1.) D.O.D. would suffer the loss of the best Shipyard in the Country. P.N.S.Y. is the leader in performance, cost, schedule, quality and safety. Closing the Shipyard would result in the loss of hundreds of millions of dollars associated with superior performance.

The fact that P.N.S.Y. is a licensed Naval Nuclear Facility is also of concern. Once a Naval Nuclear Facility is closed, it is virtually impossible to reverse, not to mention the loss of dry dock space and the cost of replacing them.

2.) The surrounding communities would be affected for a radius of over 100 miles. Not only the more than 4,000 Shipyard workers, but all the area merchants and businesses the Shipyard workers support.

Our region is already troubled and closing P.N.S.Y. would send our region in an economic tail spin. This is not in the best interest of our Country and not fair to the residents of New England.

We thank the Department of the Navy for recognizing us in the form of a medal, however we don't wish to be thanked by pinning a medal on our chest and being forgotten. We wish to be thanked by allowing us to continue performing the superior work we have become so well known for in the industry.

Thank You,

*Kristina Heath*

BRAC Commission

AUG 11 2005

Received

Kathleen Mahoney  
4 Olivia Lane  
Kensington, NH 03833

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Newton;

As a former employee of the Portsmouth Naval Shipyard, I am writing to request you remove the Portsmouth Naval Shipyard from the closure list.

At the hearing in Boston, our Senators, Congressmen and Governors dismantled the case for closing the Shipyard. There were significant deviations from the BRAC selections criteria in almost all areas. Imagine saying the State of New Hampshire would not lose jobs if the unthinkable happened and the Shipyard were to close.

While not following the process is a compelling reason to keep Portsmouth from closing, the most compelling reason is the efficiency of the Shipyard. Portsmouth is the performance leader for schedule, cost, quality and safety. BRAC is supposed to save the taxpayers money. Closing Portsmouth will never save money. Portsmouth's superior performance cannot be duplicated.

Once Portsmouth is lost it can never be replaced. Are we that certain of the future? Just look at China's navy!

For the sake of us taxpayers, I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Kathleen Mahoney

BRAC Commission

3 Georgia Street  
York, Maine 03909

AUG 11 2005

Received

July 29th 2005

Dear Commissioner Bilbray,

As you deliberate on the future of the Portsmouth Naval Shipyard, I would ask that you remember that the shipyard has been a leader in submarine depot level maintenance for the last ten years. The Shipyard has transformed itself into this leadership position by

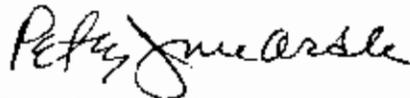
- reducing schedules for depot level availabilities by improved processes
- traveling world-wide in support of urgent ship repair missions
- reducing costs while completing work with first-time quality

In my view, the driving force for this change was the need to return ships to the fleet sooner and at lower costs as the new-build program was cut back. The changes in culture that resulted in this transformation are an invaluable resource to the Navy and to the country. Should the Shipyard be closed, it's capabilities and resources would be lost forever.

In your visit to the Shipyard, you have seen and heard first-hand the role that the Shipyard plays in Nuclear Submarine maintenance.

You have seen the certified data that supports the need for the Shipyard, it's workforce and it's facilities remain a viable asset to the Navy. I strongly urge you to vote to remove the Portsmouth Naval Shipyard from the Department of Defense list of recommended base closures.

Sincerely,



Peter J. McArdle  
York, Maine

3 Georgia Street  
York, Maine 03909

BRAC Commission

AUG 01 2005

July 29th 2005

Received

Dear Commissioner Coyle,

As you deliberate on the future of the Portsmouth Naval Shipyard, I would ask that you remember that the shipyard has been a leader in submarine depot level maintenance for the last ten years. The Shipyard has transformed itself into this leadership position by

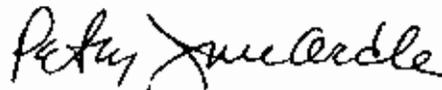
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You have seen the certified data that supports the need for the Shipyard, it's workforce and it's facilities remain a viable asset to the Navy. I strongly urge you to vote to remove the Portsmouth Naval Shipyard from the Department of Defense list of recommended base closures.

Sincerely,



Peter J. McArdle  
York, Maine



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

AUG 11 2005

Received

Dear Commissioner Bilbray,

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employce. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and over-hauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepair and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

July 27, 2005

BRAC Commission

July 27, 2005

Dear BRAC Commissioners:

*Handwritten:*

I am writing to you on behalf of the Portsmouth Naval Shipyard in Kittery Maine and urging you to remove PNS from the Recommended for Closure List. My husband has been an employee at PNS for a number of years, where he takes great pride in the work he does in support of our service people, all of whom deserve the top quality equipment repairs and service they receive from the dedicated workforce at PNS.

I could list reason after reason why you should keep PNS open, but you've already heard them: efficiency, cost savings, military value, excellent performance. But what seems most important to me is this idea that there is currently excess capacity among the four shipyards currently operating.

There is no excess capacity. Our dry docks are currently full. How is this excess capacity? I urge you to investigate the current schedule of operations as it's listed for the PNS through 2011: PNS is *booked to capacity*. If we're closed down, where will those boats go to be serviced? Pearl Harbor or Puget, who are already behind schedule? A private yard such as Electric Boat, which took over one of our jobs and is currently running something like 16 months and 60 million dollars behind schedule? Private yards take three times as long and cost three times as much, and if there is "excess capacity," then why has the Navy had to divert work to private yards? It is certainly not because PNS is behind schedule. Furthermore, I believe the Navy has failed to consider that as boats come to the end of their hull life or core life that they have to be defueled before they can be decommissioned. Defueling can only be done at a licensed nuclear facility such as PNS. That's even more work that the navy failed to take into account in its estimates.

My husband has proudly been a participant in the "One Shipyard" initiative, traveling to both Norfolk and Puget Sound within the last year. Members of their workforces expressed concern to him about taking on extra responsibilities in the event of PNS' potential closure, stating that they did not have the skilled manpower necessary to do so, which would result in their workforce falling further behind schedule than they already are.

It does our submarine force and surge capabilities no good to have boats sitting dockside and useless, waiting for an empty dry dock, or stalled in an overhaul or refueling as workforces are diverted to work on air craft carriers, which frequently happens. I fail to see how eliminating a thriving, experienced, efficient workforce is in the best interests of our country, or the best interests of the navy. If this were the business world, no company would even consider closing its most efficient, cost-effective branch.

Again, I urge you to thoroughly investigate this matter of excess capacity before making a final decision. Considering that the navy didn't seem to know how many subs it had and thought our shipyard was located in Portland Maine and not the Kittery Maine/Portsmouth, NH area, it certainly seems plausible that they've made a major miscalculation about how much dry dock capacity they have vs. what they'll need in the future. What they've said compared to what the workers here and at other yards know simply does not add up.

Thank you for reading, and for doing a very difficult job.

Sincerely,



Darina M. Carter

BRAC Commission

AUG 01 2005

Received

July 27, 2005  
41 Brixham Rd.  
York, Maine  
03909-5333

Dear Commissioner Skinner,

I am an eighth grade student at Sacred Heart School in Hampton New Hampshire. My dad works at the Portsmouth Naval Shipyard as an electronics engineer. He has worked at the Shipyard for 28 years in the calibration department. He works on all types of equipment used to overhaul nuclear submarines. Many of my friends have moms and dads that also work at the shipyard. We are all very concerned about the shipyard closing. My dad is very proud of his work and speaks often of the help he and others provide to other shipyards. I am very concerned that our government is thinking about closing this awesome shipyard.

My dad showed me an article titled "Meritorious Unit Commendation award to the Naval Shipyard Portsmouth" signed by V.E. Clark, Admiral US Navy, Chief of Naval Operations. My dad and the other people that work at the shipyard received this document and a special pin to wear. It says the Portsmouth Naval Shipyard is the "best" shipyard overhauling Nuclear Submarines at a "phenomenal record of cost, schedule, quality and safety performance". I am very proud of the work my dad does to protect our country.

Some of my friends whose parents do not work at the shipyard ask me "if the Portsmouth Naval Shipyard is the best, why is the government going to close them!" and I don't know what to say to them. Why would anyone think of closing this shipyard when it is referred to as the "best"? If the government has all these facts and good things to say about our shipyard why do they still want to close it?

When you visited the shipyard on July 26, 2005, my friends and I were in the crowd of people waving and clapping as your vehicle went by. Thank you for coming! I hope you were able to see what makes our shipyard the best.

Please vote to keep our shipyard open. I want the best protection for my country and I believe my dad and all the workers at the shipyard who earned this wonderful award are doing the best job overhauling nuclear powered submarines for our nation.

Respectfully,

Katelyn  
Emerson



AUG 01 2005

Received

July 20, 2005

General Lloyd W. Newton, USAF(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Newton,

The Closing of the Portsmouth Naval Ship Yard would have a devastating effect on both the Department of Defense as well as the surrounding communities.

1.) D.O.D. would suffer the loss of the best Shipyard in the Country. P.N.S.Y. is the leader in performance, cost, schedule, quality and safety. Closing the Shipyard would result in the loss of hundreds of millions of dollars associated with superior performance.

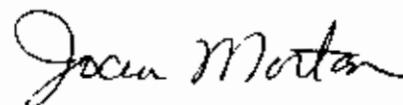
The fact that P.N.S.Y. is a licensed Naval Nuclear Facility is also of concern. Once a Naval Nuclear Facility is closed, it is virtually impossible to reverse, not to mention the loss of dry dock space and the cost of replacing them.

2.) The surrounding communities would be affected for a radius of over 100 miles. Not only the more than 4,000 Shipyard workers, but all the area merchants and businesses the Shipyard workers support.

Our region is already troubled and closing P.N.S.Y. would send our region in an economic tail spin. This is not in the best interest of our Country and not fair to the residents of New England.

We thank the Department of the Navy for recognizing us in the form of a medal, however we don't wish to be thanked by pinning a medal on our chest and being forgotten. We wish to be thanked by allowing us to continue performing the superior work we have become so well known for in the industry.

Thank You,



AUG 01 2005

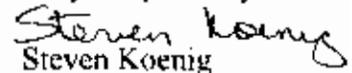
Dear BRAC Commission,

Received

I have been following the BRAC process closely since the proposed closure/re-alignment list was published and I am growing increasingly concerned that DOD has not properly followed the law in developing recommendations. The DOD is required to take into account the return on investment resulting from its closure/re-alignment recommendations. Crane has become a one-stop shop for specialized weapons for our Special Forces Warfighters. Crane did this by being responsive, innovative, technically superior and affordable for these outstanding soldiers. As our reputation grew for delivering what the customer needed, when it was needed, at a cost that was affordable, more work was brought to us. The proposal to the commission to realign work to China Lake and Picatinny will now split the support to special forces to different locations. This will add cost, reduce efficiency and cause a loss in intellectual capital that could take years to replace.

I urge you to reconsider the recommendation to re-align work from NSWC Crane by properly taking into account the Return On Investment requirements of BRAC law.

Very Respectfully,

  
Steven Koenig

BRAC Commission

ASG 0 1 2005

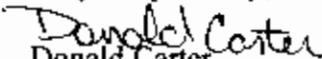
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I urge you to reconsider the recommendation to re-align work from NSWC Crane by properly taking into account the Return On Investment requirements of BRAC law.

Very Respectfully,

  
Donald Carter

BRAC Commission

AUG 01 2005

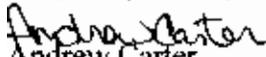
Received

Dear BRAC Commission,

I have been following the BRAC process closely since the proposed closure/re-alignment list was published and I am growing increasingly concerned that DOD has not followed sound judgment in making some of its recommendations. Data available on the DOD website ([www.defenselink.mil/brac](http://www.defenselink.mil/brac)) indicates that it is going to cost \$150M to move the 152 people working on the ALQ-99 depot from NSWC Crane to NAS Whidbey Island. That equals a cost of nearly \$1M per person for the move. In addition, information available at the Federation of American Scientists website ([www.fas.org](http://www.fas.org)) seems to indicate that the platform for the ALQ-99, the EA-6B Prowler, will begin to be retired from service in the year 2010. I find it hard to believe that it is in the best interest of the DOD and the taxpayers to spend \$150M to move 152 people doing work on a system that is about to be removed from service.

I urge you to reconsider the recommendation to re-align the ALQ-99 work from NSWC Crane by properly taking into account the costs involved in this re-alignment and the relatively short remaining service life of the equipment.

Very Respectfully,

  
Andrew Carter

AUG 01 2005

Received

Dear BRAC Commission,

I have been following the BRAC process closely since the proposed closure/re-alignment list was published and I am growing increasingly concerned that DOD has not properly followed the law in developing recommendations. The DOD is required to take into account the return on investment resulting from its closure/re-alignment recommendations. Crane has become a one-stop shop for specialized weapons for our Special Forces Warfighters. Crane did this by being responsive, innovative, technically superior and affordable for these outstanding soldiers. As our reputation grew for delivering what the customer needed, when it was needed, at a cost that was affordable, more work was brought to us. The proposal to the commission to realign work to China Lake and Picatinny will now split the support to special forces to different locations. This will add cost, reduce efficiency and cause a loss in intellectual capital that could take years to replace.

I urge you to reconsider the recommendation to re-align work from NSWC Crane by properly taking into account the Return On Investment requirements of BRAC law.

Very Respectfully,

*Joshua Carter*  
Joshua Carter

BRAC Commission

3 Georgia Street  
York, Maine 03909

AUG 11 2005

Received

July 29th 2005

Admiral Harold W. Gehman (USN, Ret)  
Defense Base Closure And Realignment Commission  
Arlington, VA

Dear Commissioner Gehman,

As you deliberate on the future of the Portsmouth Naval Shipyard, I would ask that you remember that the shipyard has been a leader in submarine depot level maintenance for the last ten years. The Shipyard has transformed itself into this leadership position by

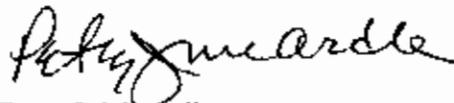
- reducing schedules for depot level availabilities by improved processes
- traveling world-wide in support of urgent ship repair missions
- reducing costs while completing work with first-time quality

In my view, the driving force for this change was the need to return ships to the fleet sooner and at lower costs as the new-build program was cut back. The changes in culture that resulted in this transformation are an invaluable resource to the Navy and to the country. Should the Shipyard be closed, it's capabilities and resources would be lost forever.

I am sure that you can appreciate the key role that efficient ship maintenance facilities play in keeping ships in top-notch condition and mission-ready; Portsmouth is the unquestioned leader in that role for our Navy's submarines.

You have seen the certified data that supports the need for the Shipyard, it's workforce and it's facilities remain a viable asset to the Navy. I strongly urge you to vote to remove the Portsmouth Naval Shipyard from the Department of Defense list of recommended base closures.

Sincerely,



Peter J. McArdle  
York, Maine

Kathleen Mahoney  
4 Olivia Lane  
Kensington, NH 03833

*BRAC Commission*

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

AUG 01 2005

*Received*

Dear Commissioner Gehman;

As a former employee of the Portsmouth Naval Shipyard, I am writing to request you remove the Portsmouth Naval Shipyard from the closure list.

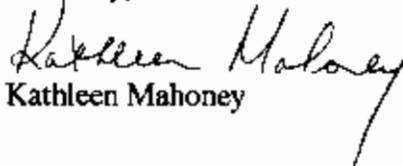
At the hearing in Boston, our Senators, Congressmen and Governors dismantled the case for closing the Shipyard. There were significant deviations from the BRAC selections criteria in almost all areas. Imagine saying the State of New Hampshire would not lose jobs if the unthinkable happened and the Shipyard were to close.

While not following the process is a compelling reason to keep Portsmouth from closing, the most compelling reason is the efficiency of the Shipyard. Portsmouth is the performance leader for schedule, cost, quality and safety. BRAC is supposed to save the taxpayers money. Closing Portsmouth will never save money. Portsmouth's superior performance cannot be duplicated.

Once Portsmouth is lost it can never be replaced. Are we that certain of the future? Just look at China's navy!

For the sake of us taxpayers, I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Kathleen Mahoney

Kathleen Mahoney  
4 Olivia Lane  
Kensington, NH 03833

BRAC Commission

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2521 South Clark Street, Suite 600  
Arlington, VA 22202

AUG 01 2005

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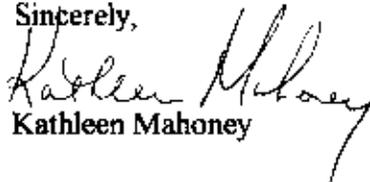
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AUG 01 2005

Received

July 27, 2005

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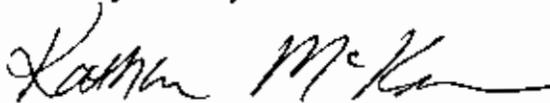
I would just like to voice my opinion in regards to the closing of the Portsmouth Naval Shipyard.

The United States is living in an era where bottom line profits are everything and individual people are not relevant. Time and time again, layoffs are the news-headlines, as companies cannot attain their desired profit levels. We are seen world wide as a country that does not value quality but is only money hungry. As a parent of teenagers, I am very concerned about the message this gives our youth.

Portsmouth Naval Shipyard has received numerous accolades for well-performed work, jobs finished ahead of schedule and below cost and yet, our government is considering to close this efficient, stellar shipyard. Is this telling our youth that hard work does not matter? How can we motivate our youth to take pride in their work when they see our own country not value those who have done just that? Doesn't this move ratify our reputation throughout the world that we do not value quality but are only concerned with the bottom line dollar? My fear as a parent is that with actions like this, our youth will not value those things most important in life and will only look out for the bottom dollar. Where will the USA be in 20 years??

We need to set an example for our future. We need to show people that a job well done is valued and is sometimes even more important than the overall bottom dollar. We need to keep places like Portsmouth Naval Shipyard open!

Thank you for your time and consideration,



Kathleen McKenna  
Concerned Citizen

BRAC Commission

AUG 01 2005

July 27, 2005

Received j

Dear Commissioner Coyle,

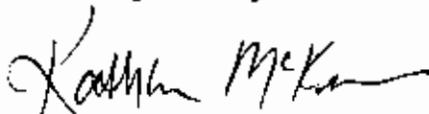
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Kathleen McKenna  
Concerned Citizen

BRAC Commission

AUG 01 2005

July 27, 2005

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I would just like to voice my opinion in regards to the closing of the Portsmouth Naval Shipyard.

The United States is living in an era where bottom line profits are everything and individual people are not relevant. Time and time again, layoffs are the news-headlines, as companies cannot attain their desired profit levels. We are seen world wide as a country that does not value quality but is only money hungry. As a parent of teenagers, I am very concerned about the message this gives our youth.

Portsmouth Naval Shipyard has received numerous accolades for well-performed work, jobs finished ahead of schedule and below cost and yet, our government is considering to close this efficient, stellar shipyard. Is this telling our youth that hard work does not matter? How can we motivate our youth to take pride in their work when they see our own country not value those who have done just that? Doesn't this move ratify our reputation throughout the world that we do not value quality but are only concerned with the bottom line dollar? My fear as a parent is that with actions like this, our youth will not value those things most important in life and will only look out for the bottom dollar. Where will the USA be in 20 years??

We need to set an example for our future. We need to show people that a job well done is valued and is sometimes even more important than the overall bottom dollar. We need to keep places like Portsmouth Naval Shipyard open!

Thank you for your time and consideration,

Kathleen McKenna  
Concerned Citizen

AUG 11 2005

Received

2 Grover Lane  
York, ME 03909  
26 July 2005

Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Skinner,

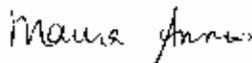
As a US citizen, taxpayer and employee, I am concerned about the closure of Portsmouth Naval Shipyard. Our Shipyard is the lead shipyard for the Navy. The savings we generate is not limited to just our facility. The innovations and efficient process upgrades that we develop are integrated into the Shipyard corporation. We are responsible for a significant portion of the savings achieved by the other Shipyards. How will these advances continue without Portsmouth? The answer is simple, they won't.

I also have to question why the Navy keeps holding the fact that "all they do is submarines" against us. Isn't it the Navy that assigns the work? I believe the question should be "why isn't the Navy assigning more non-submarine work to this facility?" Don't they want more efficiencies developed for other Naval warships? I know the Shipyard has requested such work. Our current facilities are more than capable of handling destroyers. In my opinion, these ships are just as vital to our national security as submarines are.

Also, as a point of interest, when our crews leave Portsmouth to help other facilities meet workload demands, they are frequently assigned to other than submarine work at those facilities. Valve installation is valve installation whether you are on a carrier or a submarine. Pipe fitting is pipefitting whether you are on a destroyer or a submarine. Lifting and Handling (rigging) is Lifting and Handling whether you are on a carrier or a submarine. Many unique specialties are assigned to Portsmouth such as the NR-1 and the deep submergence program. The examples go on. I suppose the only notable difference would be the fact that working on a submarine, due to its compact nature, is more difficult. It is an acquired skill to perform one's trade in such confined spaces.

Portsmouth isn't just a shipyard in the Northeast with an accountable loss exclusive to that region. Portsmouth is a major contributor to the corporation, primarily but not exclusively, for submarines, with a still untapped potential to do more. Why has the Navy not assigned us to do more? We have always risen to the challenge.

Respectfully yours,



Ms. Maura Annis

AUG 01 2005

Dear Commissioner Hansen,

Received

I'm a Nuclear Engineer for the Portsmouth Naval Shipyard. I'm writing to you as an employee but more importantly, a concerned U.S. citizen.

If the Portsmouth Naval Shipyard is closed, the submarine fleet will suffer a dramatic loss. Due to our superior performance for cost, schedule, safety and quality, we provide the Navy what it needs to help the United States fight the war on terrorism and carry out it's stealth missions. Without the shipyard, with it's 3 drydocks and multiple berths, submarine maintenance will suffer, causing a tremendous backlog, resulting in submarines sitting pierside awaiting drydock space.

But it's not just the drydock space that's important, it's the people of Portsmouth Naval Shipyard that go along with it. Call it "Yankee ingenuity" if you'd like, but you can't replicate the culture that has been adopted here for so many generations. We as a team have a tremendous attitude for getting the job done right the first time. That attitude has transformed us into the top shipyard in the nation. Evidence lies in the recent Meritorious Unit Commendation Award that we so proudly received. That attitude can't be replicated by sprinkling a few of us around the country to the remaining shipyards. I can tell you I have deep roots here, a family, kids in a great school and I can't move.

Our shipyard has been given several challenges by the Navy to accomplish new and improved tasks and given us new safety standards. We responded with our new LEAN industrial management process producing millions of dollars in savings in just a few weeks into the availability as evidenced by the USS Pittsburgh currently being overhauled in drydock #3. We are the leaders in improved processes throughout the four shipyards. I have recently witnessed this noting several people from Pearl Harbor shipyard here to study our LEAN initiatives. We also responded to the safety challenge 2 years ahead of schedule.

Furthermore, if the shipyard is closed, I will truly lose my faith in the democratic process adopted by the great Father's of our nation as well as the virtues instilled in me by my parents. Those virtues ring true in all of us here at the Portsmouth Naval Shipyard- "work hard and you will be rewarded".

Sincerely,

Leon A. Cole

BRAC Commission

AUG 01 2005

Dear Commissioner Hill,

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AUG 11 2005

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Sincerely,

Leon A. Cole

AUG 01 2005

28 July 2005

Dear Commissioner Coyle,

Received

Portsmouth Naval Shipyard has been in existence for over 200 years. Several times over that period, fluctuations in foreign threat and in Shipyard workload have caused Portsmouth to be considered for closure.

As early as 1876, Congress considered Portsmouth for closure and appointed a board to study the issue. The board was decidedly opposed to abandoning the Yard and found, in part, that "There is a large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are esteemed among the best in the Country".

Again in 1964, the Secretary of Defense announced Portsmouth Naval Shipyard was to be closed. Operations were to be gradually reduced until work terminated by the end of 1974. This planned closure was based on a premise that sufficient nuclear submarine overhaul and repair capability existed without Portsmouth. While under this closure order, Portsmouth Naval Shipyard continued to operate and shipyard workers continued to strive to maintain the traditions of excellence in shipbuilding and repair which had been built up during almost two centuries. In spite of the closure order, Portsmouth workers continued to build new submarines and even set records for overhaul duration that were unmatched by any other shipyard. In 1971 it finally became apparent that total shipyard industrial capacity was being severely taxed (even with Portsmouth) and that Portsmouth should not be closed. President Nixon rescinded the Portsmouth closure order in 1971.

It is fortunate that Portsmouth was not closed in these previous instances:

- If Portsmouth had been closed in 1876, well over 100 ships and submarines, vital to helping the nation win both World Wars would not have been built.
- If Portsmouth had been closed in 1964, a large portion of the nuclear submarine fleet which helped win the cold war, continues to prosecute the war on terror, and avoids countless other conflicts through covert operations, would not have been built and overhauled in time to support their vital missions.

Our national history demonstrates that the short-term view often fails to reveal real threats to our security. Failure to see clearly defined threats has lead to misguided attempts at elimination of the infrastructure that supports that security. The example of Portsmouth Naval Shipyard clearly demonstrates that calculations of capacity are prone to error.

The tradition of shipbuilding, and more recently of submarine overhaul and repair, runs strong at Portsmouth. My grandfather (and his foster father) worked at Portsmouth Naval Shipyard almost continuously between the 1890's and 1960's. I vividly remember my grandfather telling me of his experience regarding national defense. My grandfather saw Portsmouth between the World Wars, when it was thought there was no threat. He subsequently lived through World War II, during which submarines could not be built fast enough. He experienced the period following World War II when it appeared there was no threat and ultimately Portsmouth was slated for closure. He subsequently lived through the Cold War during which submarines couldn't be built and overhauled fast enough.

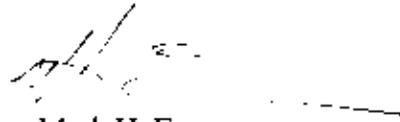
Having lived through such cycles where there was "no threat" followed by an overwhelming threat, he was adamant that the short-term view would continue to result in mistaken efforts to reduce infrastructure that would subsequently be needed.

The people who would have closed Portsmouth Naval Shipyard in 1876 and 1964 no doubt thought that they were doing the right thing. The Americans who sailed in the ships subsequently built and overhauled at Portsmouth, and those who are free today as a result, no doubt have a different view.

The inability to see far enough into the future to define a clear threat or to anticipate the need for infrastructure does not mean that there is no threat or that there is no need. When Portsmouth was slated for closure in 1964, it took seven years before it became evident that overhaul capacity had been miscalculated and that there was an urgent need for Portsmouth. The closure currently being considered does not provide such a grace period. What makes closure particularly problematic in the case of a nuclear-capable shipyard is the irreversibility of closure. Once it is gone, the personnel, equipment, and facilities that comprise a shipyard are gone forever. When a subsequent threat to security or a miscalculation of capacity becomes evident, no ships will be built or overhauled on the land where a former shipyard once existed.

Funds for defense are precious and deserve to be treated as precious. The American taxpayer deserves to receive the best product for every dollar spent. The American taxpayer also deserves to feel safe from threat. The Navy has told you and shown you that Portsmouth Naval Shipyard surpasses all other shipyards (and not just Naval Shipyards) in Cost, Schedule, Quality, and Safety. The Navy has told you that Portsmouth leads the way and is held up as an example to the other shipyards. There is still a "large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are [still] esteemed among the best in the country". I believe that the precious defense funds are best spent in Portsmouth and that the cyclical nature of world events dictates that the infrastructure in overhaul and ship repair must not be reduced further.

We have the benefit of this past to guide us. I urge you to consider this history as you proceed with your deliberations.



Mark H. Evans

Aug 01 2005

28 July 2005

Received

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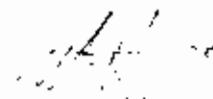
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Mark H. Evans

BRAC Commission

AUG 01 2005

July 27, 2005

Received

Anthony J. Principi, Commission Chairman  
BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, Virginia 22202

RE: Portsmouth Naval Shipyard- Base Closure List

Dear Mr. Principi:

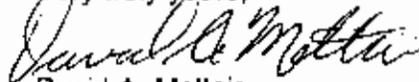
I am writing to your office so you will not support the closure of the Portsmouth Naval Shipyard Operation. This would just be a travesty to allow this operation to be closed down. This has been an icon of pride for both the states of Maine and New Hampshire.

This shipyard has been a part of the Maine and New Hampshire community and has been part of our family for years. This shipyard has always been a shining example of what our Navy and government strive to achieve and they set the finest example. Over the years I have never heard anything derogatory about this operation and as far as I know it has been nothing, but an asset to the economic development of this area. The shipyard has been a productive naval operation providing security and economic value to both Maine and New Hampshire for years. This yard has been given several prestigious awards over the years even after being placed on the closure list. This yard has been noted as being the best in the country in nuclear submarine overhauling and refueling, but this is probably an understatement.

I would ask that you vote to "remove" the Portsmouth Naval Shipyard from your closure list and allow this operation to continue it's spectacular and productive work for years to come.

Thank you.

Very truly yours,



David A. Maltais  
131 Old Turnpike Road  
Epsom, NH 03234

July 24, 2005

AUG 01 2005

Received

Commission Chairman, The Honorable Anthony J. Principi  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Re: Portsmouth Naval Shipyard

Dear Chairman Principi,

I am writing to ask that you, as a member of the BRAC Commission, vote to remove the Portsmouth Naval Shipyard from the Base Closure List.

The Portsmouth Naval Shipyard provides superior performance to the Department of Defense and the citizens of the United States of America through the Shipyard's demonstrated ability to perform high quality work ahead of schedule and under budget. The Navy has recognized the Portsmouth Naval Shipyard multiple times for its excellent performance. Portsmouth Naval Shipyard's superior performance saves taxpayers hundreds of millions of dollars.

To close the Portsmouth Naval Shipyard and further reduce our nation's public shipyards would not be in the best interest of our nation's defense. Closing Portsmouth leaves only one remaining nuclear capable shipyard on the east coast. What happens in the event that Norfolk Naval Shipyard is damaged as a result of combat, terrorism or natural disaster?

Both Russia and China are in the process of expanding their submarine fleets. Why would the United States choose to jeopardize our submarine fleet by closing the best performing shipyard in our nation?

Closing the Portsmouth Naval Shipyard does not make strategic or economic sense for our country. Please vote to remove the Portsmouth Naval Shipyard from the Base Closure List and allow the Portsmouth Naval Shipyard to continue serving our country with the best and most cost effective work available.

Thank you for your time and consideration.

Sincerely,



Patricia R. Ford  
P.O. Box 0238  
Center Conway, NH 03813

AUG 1 2005

27 July, 2005

From: Timothy J. Fisher  
 Portsmouth Naval Shipyard  
 To: Chairman Principi

BRAC Commission

BRAC Commission

101 2005

Subj: DOWNSIDE OF CLOSING PORTSMOUTH NAVAL SHIPYARD

Received

I would like to take a minute of your time to express my gratitude to you for being objective in this BRAC process and to provide you with a little background on how I view the proposed closing of Portsmouth Naval Shipyard (PNS).

When I first saw the list of commissioners appointed to the BRAC and what part of the country they represented, I figured PNS was doomed no matter where we stood in the ranking, but from what I have read and witnessed first hand, you folks are independent, well-informed, and you are not likely to embrace the Pentagon's recommendations without due justification. Thank you!

I have been a Nuclear Engineer for 24+ years here at PNS, holding a number of positions such as: Shift Refueling Engineer, Project Quality Engineer, Radiological Controls Engineer, Nuclear Assistant Project Superintendent, and most recently, Assistant Production Department Refueling Manager. In these various positions I have had the opportunity to work directly with the other shipyards one-on-one and as a team. I can only speak for the nuclear aspect of overhauls, when I say PNS is by far the leader. Whether it is a meeting, a special project, a new type of overhaul, etc, being discussed, PNS always takes the leadership role and is willing to take on any assignment, no matter how much we already have on our plate. Our job has been, and always will be, to support what the Navy needs to keep ships in a "ready condition".

When it comes to submarines, the Navy relies heavily on PNS. Whenever there are problems at the other Shipyards, the first words from NAVSEA are, "How does PNS do it? Get them on the phone!" I can tell you first hand that the other Shipyards do not like being compared with PNS, and whether or not they will admit it, they will be ecstatic when they don't have to play second fiddle to PNS. I feel that the Navy has already set themselves up for failure by coming on line and making the statement that Pearl Harbor's strategic location makes it infinitely more valuable to the nation than Portsmouth. That statement alone is telling the other shipyards not to worry about cost, schedule, quality, and safety, because all that matters is location, location, location. Closing PNS will take away the competitiveness that is out there, even though we are under the "One Shipyard Concept", PNS and PNS alone drives competitiveness.

You have the information; you can see where PNS stands amongst the other shipyards. There is no doubt that we are the best at what we do. Capacity data shows that there is no excess capacity. Taking PNS out of the equation will put submarine overhaul schedules into a tailspin the Navy will **not** be able to recover from. **Please** keep PNS open so that we can continue to drive the other shipyards to perform as effectively as we do. Keep in mind that we can work on **anything** because we have the discipline,

work ethics, and leadership to work on the most sophisticated machines in the world, the nuclear powered submarines.

Sincerely,

*Timothy J Fisher*

Received

AUG 01 2005

Dear Commissioner Gehman,

BRAC Commission

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Leon A. Cole

AUG 01 2005

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AUG 01 2005

July 27, 2005

Received

Dear Commissioner Hansen,

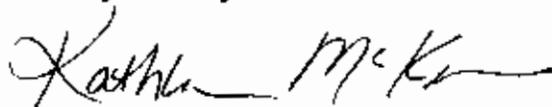
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The United States is living in an era where bottom line profits are everything and individual people are not relevant. Time and time again, layoffs are the news-headlines, as companies cannot attain their desired profit levels. We are seen world wide as a country that does not value quality but is only money hungry. As a parent of teenagers, I am very concerned about the message this gives our youth.

Portsmouth Naval Shipyard has received numerous accolades for well-performed work, jobs finished ahead of schedule and below cost and yet, our government is considering to close this efficient, stellar shipyard. Is this telling our youth that hard work does not matter? How can we motivate our youth to take pride in their work when they see our own country not value those who have done just that? Doesn't this move ratify our reputation throughout the world that we do not value quality but are only concerned with the bottom line dollar? My fear as a parent is that with actions like this, our youth will not value those things most important in life and will only look out for the bottom dollar. Where will the USA be in 20 years??

We need to set an example for our future. We need to show people that a job well done is valued and is sometimes even more important than the overall bottom dollar. We need to keep places like Portsmouth Naval Shipyard open!

Thank you for your time and consideration,



Kathleen McKenna  
Concerned Citizen

AUG 01 2005

Received

Dear Commissioner Hansen,

I would like to start by stating that as a taxpayer I feel that any military assets that we no longer need or that can be realigned with another base should be closed or realigned. As a member of the BRAC committee I hope you are looking at what the Portsmouth Naval Shipyard has accomplished over the not the last 205 years but over the last 10 to 15 years. We are the lead shipyard on Safety, Quality, Cost and Schedule in all areas of submarine repairs, overhauls, refuelings etc. PNSY has also been tasked with all work on the Advance Seal Delivery Sub, the NR-1 and the USS Dolphin. The strong work ethic found in the northeast is something you won't find at the other shipyards, and hoping that workers will transfer to other yards if we close, is not going to happen. People live in the New Hampshire, Maine seacoast because they love this area, the seasons and their families are here not in Norfolk, Puget or Pearl Harbor.

I hope your also getting input from the right people on what number of submarines the fleet should be maintaining. Don't close a shipyard and then tell the Navy that they have to cut there fleet because there is no longer the capacity left at the naval shipyards to repair them. What world threats are we looking at now? China is building up there fleet of submarines, other counties such as North Korea, Iran, Syria are also threats.

Once you close a shipyard with a nuclear license, it will be next to impossible to reopen.

Thank you for your time

Sincerely

Ken Entz

37 Seagull Lane

Eliot, Me 03903



A handwritten signature in black ink, appearing to read "Ken Entz".

3 Georgia Street  
York, Maine 03909

AUG 1 2005

Received

July 29th 2005

The Honorable Samuel K. Skinner  
Defense Base Closure And Realignment Commission  
Arlington, VA

Dear Commissioner Skinner,

As you deliberate on the future of the Portsmouth Naval Shipyard, I would ask that you remember that the shipyard has been a leader in submarine depot level maintenance for the last ten years. The Shipyard has transformed itself into this leadership position by

- reducing schedules for depot level availabilities by improved processes
- traveling world-wide in support of urgent ship repair missions
- reducing costs while completing work with first-time quality

In my view, the driving force for this change was the need to return ships to the fleet sooner and at lower costs as the new-build program was cut back. The changes in culture that resulted in this transformation are an invaluable resource to the Navy and to the country. Should the Shipyard be closed, it's capabilities and resources would be lost forever.

In your visit to the Shipyard, you have seen and heard first-hand the role that the Shipyard plays in Nuclear Submarine maintenance.

You have seen the certified data that supports the need for the Shipyard, it's workforce and it's facilities remain a viable asset to the Navy. I strongly urge you to vote to remove the Portsmouth Naval Shipyard from the Department of Defense list of recommended base closures.

Sincerely,



Peter J. McArdle  
York, Maine

BRAC Commission

AUG 11 2005

Thursday, July 21, 2005

Dear Chairman Principi

Received

Thank You!

Like you I have spent my entire working life in service to this country, for the last 23 years I have worked at Portsmouth Naval Shipyard. I understand the significance of the task you currently have makes it a huge challenge and burden on you to do the right thing. So thank you for taking on that challenge.

I'm sure one of the major concerns of the commission is to do no harm and that is my plea to you. I do not believe the DOD workload numbers, and I do not think you do either. You may not agree with the numbers PNS presented but I assure you they are based on facts and history and have been developed by the best analysts of our business that the Navy has. No matter what you believe the numbers to be, do you really really believe that now and in the future there is so much excess capacity that we can afford to and should close the most efficient, productive and safest nuclear licensed shipyard in the country. Not only is this a death sentence for the shipyard it is an irrevocable loss of one of our nuclear shipyards forever.

ARE YOU SURE we will never need the capacity Portsmouth Naval Shipyard offers.

WE WILL NEVER build another nuclear shipyard. Norfolk Naval Shipyard, Puget Sound Naval Shipyard, Pearl Harbor Naval Shipyard and Electric Boat have no room to expand. All are bounded to their current footprint by surrounding facilities.

PLEASE do not allow the DOD to make a mistake we can never recover from. Do not allow them to close their best shipyard and give up that nuclear site and license forever.

Thank you, for your time and your efforts in this difficult endeavor.

VR



DK Horne  
124 School St.  
Berwick ME 03901

AUG 01 2005

July 27, 2005

Received

Dear Commissioner Bilbray,

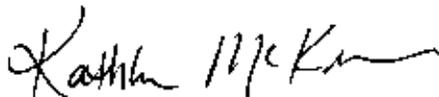
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Portsmouth Naval Shipyard has received numerous accolades for well-performed work, jobs finished ahead of schedule and below cost and yet, our government is considering to close this efficient, stellar shipyard. Is this telling our youth that hard work does not matter? How can we motivate our youth to take pride in their work when they see our own country not value those who have done just that? Doesn't this move ratify our reputation throughout the world that we do not value quality but are only concerned with the bottom line dollar? My fear as a parent is that with actions like this, our youth will not value those things most important in life and will only look out for the bottom dollar. Where will the USA be in 20 years??

We need to set an example for our future. We need to show people that a job well done is valued and is sometimes even more important than the overall bottom dollar. We need to keep places like Portsmouth Naval Shipyard open!

Thank you for your time and consideration,



Kathleen McKenna  
Concerned Citizen

AUG 01 2005

Received

Sue Ellen Turner  
BRAC Commission  
2521 South Clark St., Suite 600  
Arlington, VA 22202

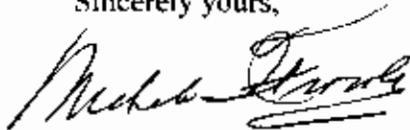
Dear Ms. Turner:-

This letter is to urge you to remove the Portsmouth Naval Shipyard from the BRAC list. America cannot afford to lose this shipyard during these perilous times, especially as it is the most efficient and cost effective shipyard in the USA.

The data presented at the July 6<sup>th</sup> regional hearing in Boston clearly demonstrated that there is little value to be gained by closing Portsmouth. In fact, we believe that the presentations which occurred at that time strongly supported the fact that not only the Navy, but all of the United States of America need the Portsmouth Naval Shipyard to remain in operation. The superlative work done in this shipyard cannot be surpassed by any other facility and during these times of uncertainty in our world, we need to maintain all of our existing submarines at a level of readiness to meet any threat to our way of life in our United States.

For whatever reason, we believe that the Northeast region of this country has been unfairly left unguarded and we feel that this is one more reason why the Portsmouth Naval Shipyard should remain in operation to protect the caring citizens of this area. We can only hope that the BRAC commission will do what is best for our country and remove our shipyard from the current BRAC list. Thank you for your consideration in this matter.

Sincerely yours,



Michele I. Frawley  
Portsmouth N.H.

BRAC Commission

2 Grover Lane  
York, ME 03909  
26 July 2005

AUG 01 2005

Received

Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

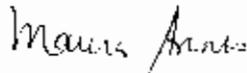
Dear Commissioner Hansen,

I am writing in support of the Portsmouth Naval Shipyard.

Our congressional representatives, shipyard spokespersons, and past and present operational commanders have all spoken on our behalf. They have told you of our unbeatable record - our ability to transform to meet the needs of the Navy, our Meritorious Commendation, our VPP Star Site status, our meeting NOR for 8 consecutive years, our unparalleled cost and schedule performance, our dedication, and our contribution to our country. They have shown all this with factual information. They have shown significant deviation from the criteria the Department of Defense was required to use by law. This is what they had to do, and did do, to show that we should not be closed.

The commission's decision will be final and irreversible. Never again will this asset exist if it is closed. Please listen to the voices of all who have spoken on our behalf, to our voices, when making your decision.

Respectfully yours,



(Ms.) Maura Annis

**AUG 01 2005**

Dear Commissioner Hansen,

Received

I have worked for the Portsmouth Naval shipyard for over 23 years, and my husband who also works here has 32 years. The shipyard has been very good to us in terms of good pay and have been able to raise our family. I know the closures are not supposed to be based on economic impact but no matter how much the Pentagon, Donald Rumsfeld and President Bush want to sweep it under the rug, economic impact does come in to play. If you close this shipyard you will not only lose the Number 1 shipyard in the country but you will be contributing factor to the detrimental impact this is going to have on the State of Maine and New Hampshire. With DFAS in Limestone and Brunswick Air Base on the chopping block, we can not afford to lose this activity also.

In light of the May 13 closure list the people at this facility has come together as one team and have proved once again, In true New England spirit, they will continue this work no matter what decision is made in Washington because our goal is to put the fleet back to sea at Lowest cost, and with the best Quality and Service the Navy is used to.

Once closed, reversing this decision is going to be next to impossible to get it re-opened, not to mention the environmental clean-up cost that is involved before handing it over to the State, I ask you again to please look at the facts and do the math before making this critical decision affecting so many hard working people. Thank- You

Brenda Green



July 27, 2005

BRAC Commission

AUG 01 2005

Received

Dear Commissioner Gehman,

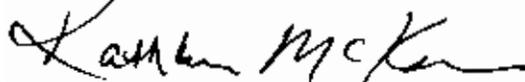
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We need to set an example for our future. We need to show people that a job well done is valued and is sometimes even more important than the overall bottom dollar. We need to keep places like Portsmouth Naval Shipyard open!

Thank you for your time and consideration,



Kathleen McKenna  
Concerned Citizen

Viki Champagne  
17 Milton rd.  
Farmington, NH, 03835  
July 25, 2005

Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA, 22202

*BRAC Commission*

**AUG 01 2005**

*Received*

Subject: Support Portsmouth Naval Shipyard

Honorable Commissioner:

Please remove Portsmouth Naval Shipyard (PNS) from the BRAC list because of its irreplaceable military value.

PNS is the only Shipyard, either public or private consistently meeting schedule and cost. This allows accurate budget planning and does not reduce funds for other projects or new construction. Every cost overrun dollar or schedule delay dollar has to come from somewhere thus reducing something elses budget.

As a taxpayer, I want my dollars spent the most efficient way possible. Closing Portsmouth Naval Shipyard will mean I'm getting less "bang for the buck" ultimately costing me more money.

  
Viki Champagne

July 27, 2005

BRAC Commission

Dear Commissioner Newton,

AUG 01 2005

Received

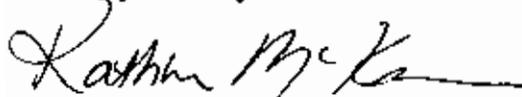
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Kathleen McKenna  
Concerned Citizen

Howard Champagne  
17 Milton rd.  
Farmington, NH, 03835  
July 25, 2005

Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA, 22202

BRAC Commission

**AUG 01 2005**

Subject: Support Portsmouth Naval Shipyard

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Howard Champagne

27 July, 2005

From: Timothy J. Fisher  
Portsmouth Naval Shipyard  
To: Commissioner Coyle

AUG 01 2005

Received

Subj: DOWNSIDE OF CLOSING PORTSMOUTH NAVAL SHIPYARD

I would like to take a minute of your time to express my gratitude to you for being objective in this BRAC process and to provide you with a little background on how I view the proposed closing of Portsmouth Naval Shipyard (PNS).

When I first saw the list of commissioners appointed to the BRAC and what part of the country they represented, I figured PNS was doomed no matter where we stood in the ranking, but from what I have read and witnessed first hand, you folks are independent, well-informed, and you are not likely to embrace the Pentagon's recommendations without due justification. Thank you!

I have been a Nuclear Engineer for 24+ years here at PNS, holding a number of positions such as: Shift Refueling Engineer, Project Quality Engineer, Radiological Controls Engineer, Nuclear Assistant Project Superintendent, and most recently, Assistant Production Department Refueling Manager. In these various positions I have had the opportunity to work directly with the other shipyards one-on-one and as a team. I can only speak for the nuclear aspect of overhauls, when I say PNS is by far the leader. Whether it is a meeting, a special project, a new type of overhaul, etc, being discussed, PNS always takes the leadership role and is willing to take on any assignment, no matter how much we already have on our plate. Our job has been, and always will be, to support what the Navy needs to keep ships in a "ready condition".

When it comes to submarines, the Navy relies heavily on PNS. Whenever there are problems at the other Shipyards, the first words from NAVSEA are, "How does PNS do it? Get them on the phone!" I can tell you first hand that the other Shipyards do not like being compared with PNS, and whether or not they will admit it, they will be ecstatic when they don't have to play second fiddle to PNS. I feel that the Navy has already set themselves up for failure by coming on line and making the statement that Pearl Harbor's strategic location makes it infinitely more valuable to the nation than Portsmouth. That statement alone is telling the other shipyards not to worry about cost, schedule, quality, and safety, because all that matters is location, location, location. Closing PNS will take away the competitiveness that is out there, even though we are under the "One Shipyard Concept", PNS and PNS alone drives competitiveness.

You have the information; you can see where PNS stands amongst the other shipyards. There is no doubt that we are the best at what we do. Capacity data shows that there is no excess capacity. Taking PNS out of the equation will put submarine overhaul schedules into a tailspin the Navy will **not** be able to recover from. **Please** keep PNS open so that we can continue to drive the other shipyards to perform as effectively as we do. Keep in mind that we can work on **anything** because we have the discipline,

work ethics, and leadership to work on the most sophisticated machines in the world, the nuclear powered submarines.

Sincerely,

*Timothy J Fisher*

27 July, 2005

AUG 01 2005

From: Timothy J. Fisher  
Portsmouth Naval Shipyard  
To: Commissioner Bilbray

Received

Subj: DOWNSIDE OF CLOSING PORTSMOUTH NAVAL SHIPYARD

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Sincerely,

*Timothy J Fisher*

AUG 01 2005

Received

Dear Commissioner Bilbray,

I'm a Nuclear Engineer for the Portsmouth Naval Shipyard. I'm writing to you as an employce but more importantly, a concerned U.S. citizen.

If the Portsmouth Naval Shipyard is closed, the submarine fleet will suffer a dramatic loss. Due to our superior performance for cost, schedule, safety and quality, we provide the Navy what it needs to help the United States fight the war on terrorism and carry out it's stealth missions. Without the shipyard, with it's 3 drydocks and multiple berths, submarine maintenance will suffer, causing a tremendous backlog, resulting in submarines sitting pierside awaiting drydock space.

But it's not just the drydock space that's important, it's the people of Portsmouth Naval Shipyard that go along with it. Call it "Yankce ingenuity" if you'd like, but you can't replicate the culture that has been adopted here for so many generations. We as a team have a tremendous attitude for getting the job done right the first time. That attitude has transformed us into the top shipyard in the nation. Evidence lies in the recent Meritorious Unit Commendation Award that we so proudly received. That attitude can't be replicated by sprinkling a few of us around the country to the remaining shipyards. I can tell you I have deep roots here, a family, kids in a great school and I can't move.

Our shipyard has been given several challenges by the Navy to accomplish new and improved tasks and given us new safety standards. We responded with our new LEAN industrial management process producing millions of dollars in savings in just a few weeks into the availability as evidenced by the USS Pittsburgh currently being overhauled in drydock #3. We are the leaders in improved processes throughout the four shipyards. I have recently witnessed this noting several people from Pearl Harbor shipyard here to study our LEAN initiatives. We also responded to the safety challenge 2 years ahead of schedule.

Furthermore, if the shipyard is closed, I will truly lose my faith in the democratic process adopted by the great Father's of our nation as well as the virtues instilled in me by my parents. Those virtues ring true in all of us here at the Portsmouth Naval Shipyard- "work hard and you will be rewarded".

Sincerely,

Leon A. Cole

AUG 01 2005

Received

July 27, 2005

Dear Commissioner Turner,

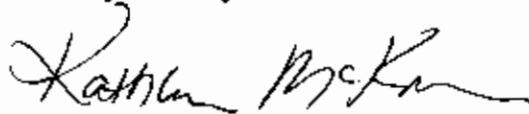
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Thank you for your time and consideration,



Kathleen McKenna  
Concerned Citizen

Gary Woods  
9 Elizabeth Lane  
Kittery Point, ME 03905  
July 25, 2005

BRAC Commission

AUG 01 2005

Received

BRAC Commission  
2521 south Clark St, Suite 600  
Arlington, VA 22202

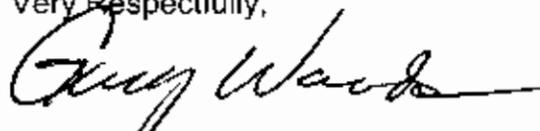
Dear Commissioner Gehman,

I am writing to share with you the stewardship to the submarine community that exists at Portsmouth Naval Shipyard, because at the end of the day, submarine safety is what really counts. As you are now aware, Portsmouth Naval Shipyard is designated the Navy's lead submarine maintenance, engineering and repair facility. We have demonstrated with sound metrics and data that overcapacity of facilities or skilled manpower does not exist among the shipyards and our performance provides a significant cost savings to the stakeholders (taxpayers, Commanders'/sailors', and NAVSEA). Additionally I ask you to consider the stewardship and leadership we provide because the safety of the submarine is paramount over savings or any other metric. In the economics of the defense of our country, like many other public sector services and particularly with the submarine service, 'it does not matter if you save money if you loose the fight'. In the case of the submarine service, that 'fight' is safety. The operating environment of a submarine is extremely hostile, such as; hydrodynamic forces, hydrostatic/sea pressure forces and potential mission imposed shock. The Inspections, maintenance and repair of the submarine require specialized expertise and discipline uniquely developed and practiced at Portsmouth. This Portsmouth lead shipyard stewardship is evident on-yard and throughout the submarine community. We are constantly identifying systemic/fleet-wide deficiencies and sharing immediate inspections and corrective actions with the other shipyards and operating submarines.

NASA is attempting to develop a culture modeled after Portsmouth where safety is paramount and yet they can execute restoration tasks efficiently and effectively. I truly fear the results of loosing Portsmouth's submarine stewardship, particularly during this time of increased operational tempo of the submarines, effects of older submarines in service as well as unexpected conditions on the new class submarines. Our country's defense cannot afford the catastrophic losses NASA has experienced. All the stakeholders need Portsmouth and the stewardship we provide as lead submarine shipyard.

I thank-you for your sound and careful review of the BRAC recommendations and ask you to include the invaluable stewardship to the submarine community Portsmouth provides, as well as all the measurable metrics and benefits we provide to our taxpayers, DoD, submarine Commanders and Sailors, because safety is paramount.

Very Respectfully,



Gary Woods  
Project Engineering & Planning Manager

BRAC Commission

AUG 01 2005

Thursday, July 21, 2005

Dear Commissioner Bilbray

Received

Thank You!

Like you I have spent my entire working life in service to this country, for the last 23 years I have worked at Portsmouth Naval Shipyard. I understand the significance of the task you currently have makes it a huge challenge and burden on you to do the right thing. So thank you for taking on that challenge.

I'm sure one of the major concerns of the commission is to do no harm and that is my plea to you. I do not believe the DOD workload numbers, and I do not think you do either. You may not agree with the numbers PNS presented but I assure you they are based on facts and history and have been developed by the best analysts of our business that the Navy has. No matter what you believe the numbers to be, do you really really believe that now and in the future there is so much excess capacity that we can afford to and should close the most efficient, productive and safest nuclear licensed shipyard in the country. Not only is this a death sentence for the shipyard it is an irrevocable loss of one of our nuclear shipyards forever.

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PLEASE do not allow the DOD to make a mistake we can never recover from. Do not allow them to close their best shipyard and give up that nuclear site and license forever.

Thank you, for your time and your efforts in this difficult endeavor.

VR



DK Horne  
124 School St.  
Berwick ME 03901

Debbie Denuzzio  
33 Hiltons Lane  
Wells, Maine 04090  
207-646-0388

BRAC Commission

AUG 01 2005

Received

2005 Defense Base Closure and Realignment Commission  
2521 S. Clark St., Ste. 600  
Arlington, VA 22202

RE: Naval Shipyard Portsmouth

Dear Sirs,

As a taxpayer and citizen of the United States of America, your recent decision to close the Naval Shipyard Portsmouth in Kittery Maine dismayed me beyond words. It is a bizarre, strategic mistake and must be corrected by removing this base from the closure list. ***This base is saving taxpayers money!*** The Base outperforms all other bases performing submarine overhaul and refueling. Why would you close your "best performing facility"? It makes no sense and in fact, speaks to the political absurdity that often seems to accompany government decisions.

It is not too late to rectify this situation by removing this outstanding facility from the BRAC List. The Naval Shipyard Portsmouth has received innumerable commendations, and recently received the highest honor (see attached) from V.E. Clark, Admiral US Navy, Chief of Naval Operations, the day before being notified that it was to be closed!!!

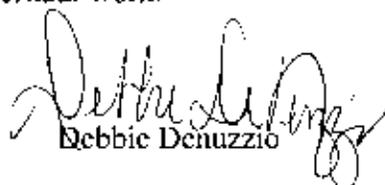
Highlights of Admiral Clark's Meritorious Unit Commendation award to the Naval Shipyard Portsmouth:

- "Portsmouth Naval Shipyard and tenant activities consistently and superbly performed their mission while establishing a phenomenal record of cost, schedule, quality and safety performance".
- "is leading the transformation of our Navy's nuclear ship maintenance base through innovation and the application of lean industrial practices."
- "established new performance levels for submarine maintenance, modernization, and overhaul work by producing business results that are the benchmark among public and private sector nuclear shipyards."
- "completed six major submarine availabilities early, exceeding Net Operating Result financial goals, reduced injuries by more than 50 percent and exceeded the Secretary of Defense's Fiscal year 2006 Stretch Goal for lost workday compensation rates two years early."
- Naval Shipyard Portsmouth's extraordinary performance is translating into increased U.S. Submarine Fleet readiness."

The Navy has recognized Naval Shipyard Portsmouth as having developed efficient and effective methods to "get the job done" ***and to save us, the taxpayers, money!*** Naval Shipyard Portsmouth is acknowledged as "the benchmark among public and private sector nuclear shipyards". This facility is a national asset to the defense of the United States of America by returning submarines to the fleet sooner and below cost.

**Please** do the right thing! Remove the Naval Shipyard Portsmouth from the closure list. Send more work in the direction of this facility that has proven it is the best in the business of submarine maintenance, modernization, and overhaul work.

Respectfully,

  
Debbie Denuzzio

AUG 01 2005

Dear Commissioner Newton,

Received

I'm a Nuclear Engineer for the Portsmouth Naval Shipyard. I'm writing to you as an employee but more importantly, a concerned U.S. citizen.

If the Portsmouth Naval Shipyard is closed, the submarine fleet will suffer a dramatic loss. Due to our superior performance for cost, schedule, safety and quality, we provide the Navy what it needs to help the United States fight the war on terrorism and carry out it's stealth missions. Without the shipyard, with it's 3 drydocks and multiple berths, submarine maintenance will suffer, causing a tremendous backlog, resulting in submarines sitting pierside awaiting drydock space.

But it's not just the drydock space that's important, it's the people of Portsmouth Naval Shipyard that go along with it. Call it "Yankee ingenuity" if you'd like, but you can't replicate the culture that has been adopted here for so many generations. We as a team have a tremendous attitude for getting the job done right the first time. That attitude has transformed us into the top shipyard in the nation. Evidence lies in the recent Meritorious Unit Commendation Award that we so proudly received. That attitude can't be replicated by sprinkling a few of us around the country to the remaining shipyards. I can tell you I have deep roots here, a family, kids in a great school and I can't move.

Our shipyard has been given several challenges by the Navy to accomplish new and improved tasks and given us new safety standards. We responded with our new LEAN industrial management process producing millions of dollars in savings in just a few weeks into the availability as evidenced by the USS Pittsburgh currently being overhauled in drydock #3. We are the leaders in improved processes throughout the four shipyards. I have recently witnessed this noting several people from Pearl Harbor shipyard here to study our LEAN initiatives. We also responded to the safety challenge 2 years ahead of schedule.

Furthermore, if the shipyard is closed, I will truly lose my faith in the democratic process adopted by the great Father's of our nation as well as the virtues instilled in me by my parents. Those virtues ring true in all of us here at the Portsmouth Naval Shipyard- "work hard and you will be rewarded".

Sincerely,

Leon A. Cole

July 28, 2005

To: DEFENSE BASE RE-ALIGNMENT & CLOSURE COMMISSION  
2521 SOUTH CLARK STREET, SUITE 600  
ARLINGTON, VA 22202

BRAC Commission

RE: SAVE OUR SHIPYARDS  
PORTSMOUTH NAVAL SHIPYARD, NEW HAMPSHIRE

AUG 01 2005

Received

I am concerned about the safety our American people and our country. I am very concerned about the entire base closure process. I believe it is dangerous to the safety of our people and our beautiful United States to close down our defenses.

The world is becoming "hotter" with each year. Terrorist are infiltrating our very soil (911) and smaller & less civilized countries are becoming equipped with weapons of mass destruction. Their ability to reach our shores is no longer a pipe dream. So, who will defend our shores if you close our perimeter bases.

I understand it takes a lot of money to keep these bases open. But "What Price Freedom?"

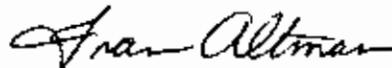
Somewhere I read that the amount of money it will ultimately take to close down the Portsmouth Navy Yard would fund the war in Iraq for one year. All Americans are praying that our part of Iraq will end soon. (1 year or 2 years at most). Hopefully that is the case - so where does that leave us. We sacrificed these military installations in our country to fund one year over there - now our job there is done. So that leaves us with a homeland deprived of protection and where does the money that would have been spent on our installations go.

It does not make sense to spend the lives of our precious youth as well as a fortune in money to defend foreign nations - and leave our country defenseless. Please don't give away our men and our financial resources to protect foreign countries, but leave us defenseless.

Does that mean that we will take that "extra" money and re-build military installations here at home. At what price? Isn't it better to keep what we have rather than find ourselves in a dire emergency and empty handed?

Thank you for saving military installations on U.S. soil and particularly Portsmouth Shipyard, Portsmouth, NH - serving N.E. portion of the U.S.

Fran Altman  
200 Newington Road  
Greenland, NH 03840



July 20, 2005

AUG 01 2005

Received

Admiral Harold W. Gehman, Jr., USN(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Gehman,

The Closing of the Portsmouth Naval Ship Yard would have a devastating effect on both the Department of Defense as well as the surrounding communities.

1.) D.O.D. would suffer the loss of the best Shipyard in the Country. P.N.S.Y. is the leader in performance, cost, schedule, quality and safety. Closing the Shipyard would result in the loss of hundreds of millions of dollars associated with superior performance.

The fact that P.N.S.Y. is a licensed Naval Nuclear Facility is also of concern. Once a Naval Nuclear Facility is closed, it is virtually impossible to reverse, not to mention the loss of dry dock space and the cost of replacing them.

2.) The surrounding communities would be affected for a radius of over 100 miles. Not only the more than 4,000 Shipyard workers, but all the area merchants and businesses the Shipyard workers support.

Our region is already troubled and closing P.N.S.Y. would send our region in an economic tail spin. This is not in the best interest of our Country and not fair to the residents of New England.

We thank the Department of the Navy for recognizing us in the form of a medal, however we don't wish to be thanked by pinning a medal on our chest and being forgotten. We wish to be thanked by allowing us to continue performing the superior work we have become so well known for in the industry.

Thank You.

*Laura L. Millette*

James E. Shute  
18 Juniper Street  
Wenham, MA. 01984-1454

July 26, 2005

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

BRAC COMMISSION

AUG 01 2005

Received

RE: Portsmouth Naval Shipyard

Dear Commissioner Newton,

Thank you for your continued consideration of the facts about the Portsmouth Naval Shipyard. As the data have become known, it has only become clearer that closing the "Gold Standard" submarine overhaul and repair shipyard would be a strategic, costly mistake.

As you near your decision to *remove the Portsmouth Naval Shipyard from the closure list*, please consider the following:

- Portsmouth Naval Shipyard has set all standards for efficient and cost effective sub overhaul and repair, even beating its own time and cost levels. **STANDARDS will be lowered if you close Portsmouth Naval Shipyard.**
- Portsmouth Naval Shipyard has and will continue to save DOD, Navy *and me*, the tax payer, millions of dollars. **COST will INCREASE if you close Portsmouth Naval Shipyard.**
- Portsmouth Naval Shipyard has a highly skilled, specially trained workforce, most of whom will NOT transfer to "other yards", even if there were openings which I don't understand that there would be. Teams from the Portsmouth Naval Shipyard travel to all the other yards and around the world to share their skills, repairing boats and training other personnel. **You will lose this workforce FOREVER if you close Portsmouth Naval Shipyard.**
- There is no excess capacity. There will be a back up of work at other yards and subs will be out of commission and unavailable for defense, costs will skyrocket and strategic defense of our nation will be compromised. **You will lose needed capacity if you close Portsmouth Naval Shipyard.**

Finally, as a decorated combat veteran of WW II, I am appalled at the thought that the Northeastern Quadrant of the USA will be denuded of it's capability to support the submarine fleet, which is sorely needed as was proven in WWII.

Additionally, from a personal pint of view, my father died working on subs at Portsmouth, and an uncle worked on the Squalus after it had been recovered from the depths of the Atlantic.

So you see there are a lot of traditions that have made **Portsmouth Naval Shipyard an invaluable installation which should not be in any way considered for closing.**

The world is not stable. A specific, congressionally approved, long term plan for the size of the sub fleet is not in place and approved. Closing Portsmouth Naval Shipyard is NOT the right decision!!

Thank you.

James E. Shute, Pilot 447<sup>th</sup> Bomb Group, ETO 1944

*James E. Shute*

AUG 01 2005

27 July, 2005

From: Timothy J. Fisher  
Portsmouth Naval Shipyard  
To: Commissioner Hansen

Received

Subj: DOWNSIDE OF CLOSING PORTSMOUTH NAVAL SHIPYARD

I would like to take a minute of your time to express my gratitude to you for being objective in this BRAC process and to provide you with a little background on how I view the proposed closing of Portsmouth Naval Shipyard (PNS).

When I first saw the list of commissioners appointed to the BRAC and what part of the country they represented, I figured PNS was doomed no matter where we stood in the ranking, but from what I have read and witnessed first hand, you folks are independent, well-informed, and you are not likely to embrace the Pentagon's recommendations without due justification. Thank you!

I have been a Nuclear Engineer for 24+ years here at PNS, holding a number of positions such as: Shift Refueling Engineer, Project Quality Engineer, Radiological Controls Engineer, Nuclear Assistant Project Superintendent, and most recently, Assistant Production Department Refueling Manager. In these various positions I have had the opportunity to work directly with the other shipyards one-on-one and as a team. I can only speak for the nuclear aspect of overhauls, when I say PNS is by far the leader. Whether it is a meeting, a special project, a new type of overhaul, etc, being discussed, PNS always takes the leadership role and is willing to take on any assignment, no matter how much we already have on our plate. Our job has been, and always will be, to support what the Navy needs to keep ships in a "ready condition".

When it comes to submarines, the Navy relies heavily on PNS. Whenever there are problems at the other Shipyards, the first words from NAVSEA are, "How does PNS do it? Get them on the phone!" I can tell you first hand that the other Shipyards do not like being compared with PNS, and whether or not they will admit it, they will be ecstatic when they don't have to play second fiddle to PNS. I feel that the Navy has already set themselves up for failure by coming on line and making the statement that Pearl Harbor's strategic location makes it infinitely more valuable to the nation than Portsmouth. That statement alone is telling the other shipyards not to worry about cost, schedule, quality, and safety, because all that matters is location, location, location. Closing PNS will take away the competitiveness that is out there, even though we are under the "One Shipyard Concept", PNS and PNS alone drives competitiveness.

You have the information; you can see where PNS stands amongst the other shipyards. There is no doubt that we are the best at what we do. Capacity data shows that there is no excess capacity. Taking PNS out of the equation will put submarine overhaul schedules into a tailspin the Navy will **not** be able to recover from. **Please** keep PNS open so that we can continue to drive the other shipyards to perform as effectively as we do. Keep in mind that we can work on **anything** because we have the discipline,

work ethics, and leadership to work on the most sophisticated machines in the world, the nuclear powered submarines.

Sincerely,

*Timothy J Fisher*

AUG 01 2005

Received

Dear Commissioner Sue Ellen Turner,

I would like to start by stating that as a taxpayer I feel that any military assets that we no longer need or that can be realigned with another base should be closed or realigned. As a member of the BRAC committee I hope you are looking at what the Portsmouth Naval Shipyard has accomplished over the not the last 205 years but over the last 10 to 15 years. We are the lead shipyard on Safety, Quality, Cost and Schedule in all areas of submarine repairs, overhauls, refuelings etc. PNSY has also been tasked with all work on the Advance Seal Delivery Sub, the NR-1 and the USS Dolphin. The strong work ethic found in the northeast is something you won't find at the other shipyards, and hoping that workers will transfer to other yards if we close, is not going to happen. People live in the New Hampshire, Maine seacoast because they love this area, the seasons and their families are here not in Norfolk, Puget or Pearl Harbor.

I hope your also getting input from the right people on what number of submarines the fleet should be maintaining. Don't close a shipyard and then tell the Navy that they have to cut there fleet because there is no longer the capacity left at the naval shipyards to repair them. What world threats are we looking at now? China is building up there fleet of submarines, other counties such as North Korea, Iran, Syria are also threats.

Once you close a shipyard with a nuclear license, it will be next to impossible to reopen.

Thank you for your time

Sincerely

Ken Entz

37 Seagull Lane

Eliot, Me 03903



A handwritten signature in black ink, appearing to read "Ken Entz".

July 28, 2005

BRAC Commission

AUG 01 2005

Received

Dear Commissioner Gehman,

As a concerned American citizen who watched all the testimonies given to the BRAC Commission, on live television in Boston on July 6, 2005, I am compelled to write and thank you for your interest and time spent examining the facts germane to the closure of the Portsmouth Naval Shipyard.

However, I implore you to remove this facility from the Closure List.

In lieu of the fact that it is the oldest, most cost efficient, best in quality of repair and talented workers, and the leader in returning subs to duty before scheduled time, seems to me to lead to the only logical conclusion that the Portsmouth Naval Shipyard is a unique asset to our country and should stay open.

To do otherwise, in my opinion, would be imprudent, dangerous, and jeopardize our National Security in these times when other countries are growing nuclear submarine fleets.

Thank you for taking the time to read my letter, and God Bless America.

Sincerely,

A handwritten signature in cursive script that reads "Joan A. Foster". The signature is written in black ink and is positioned below the typed name.

BRAC Commission

AUG 01 2005

Received

July 27, 2005

BRAC Commissioner  
Phillip Coyle

Dear Sir, Please excuse me if this letter is not done properly. I have never done anything like this before but I feel this is a very important issue to every body in this nation.

I am talking about the possible closing of The Portsmouth Naval Shipyard. I know that some of the Commissioners have visited the Shipyard, and I hope that all will visit it before the last vote is cast, so they can see first hand this very important Yard.

Closing this Facility will take away hundreds of millions of dollars and will not only devastate the economy of this area but will effect the whole Northeastern part of this Country.

This yard has served the U S Navy and their nuclear submarine fleet well. The Yard is the best in this country at overhauling and refueling our Nuclear Submarine Fleet. We may have to rely on this Fleet in the future.

Once our Yard is closed it would be next to impossible to have it reopened. Please believe this Facility is not only important to us in the Northeast but also very important to this Nation.

Sincerely, Lester L. Cash  
108 Old Turnpike Rd.  
Epsom, NH. 03234

July 26, 2005

BRAC Commission

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

AUG 01 2005

Received

RE: Portsmouth Naval Shipyard

Dear Commissioner Gehman,

Thank you for your continued consideration of the facts about the Portsmouth Naval Shipyard. As the data have become known, it has only become clearer that closing the "Gold Standard" submarine overhaul and repair shipyard would be a strategic, costly mistake.

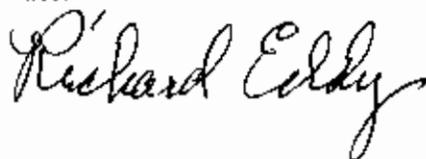
As you near your decision to *remove the Portsmouth Naval Shipyard from the closure list*, please consider the following:

- Portsmouth Naval Shipyard has set all standards for efficient and cost effective sub overhaul and repair, even beating its own time and cost levels. **STANDARDS will be lowered if you close Portsmouth Naval Shipyard.**
- Portsmouth Naval Shipyard has and will continue to save DOD, Navy *and me*, the tax payer, millions of dollars. **COST will INCREASE if you close Portsmouth Naval Shipyard.**
- Portsmouth Naval Shipyard has a highly skilled, specially trained workforce, most of whom will NOT transfer to "other yards", even if there were openings which I don't understand that there would be. Teams from the Portsmouth Naval Shipyard travel to all the other yards and around the world to share their skills, repairing boats and training other personnel. **You will lose this workforce FOREVER if you close Portsmouth Naval Shipyard.**
- There is no excess capacity. There will be a back up of work at other yards and subs will be out of commission and unavailable for defense, costs will skyrocket and strategic defense of our nation will be compromised. **You will lose needed capacity if you close Portsmouth Naval Shipyard.**

The world is not stable. A specific, congressionally approved, long term plan for the size of the sub fleet is not in place and approved. Closing Portsmouth Naval Shipyard is NOT the right decision!!

Thank you.

Richard Eddy  
Wenham, Mass.



Gary Woods  
9 Elizabeth Lane  
Kittery Point, ME 03905  
July 25, 2005

BRAC Commissioner

BRAC Commission  
2521 south Clark St, Suite 600  
Arlington, VA 22202

AUG 01 2005

Received

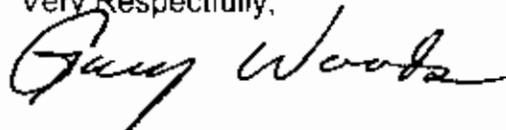
Dear Commissioner Hansen,

I am writing to share with you the stewardship to the submarine community that exists at Portsmouth Naval Shipyard, because at the end of the day, submarine safety is what really counts. As you are now aware, Portsmouth Naval Shipyard is designated the Navy's lead submarine maintenance, engineering and repair facility. We have demonstrated with sound metrics and data that overcapacity of facilities or skilled manpower does not exist among the shipyards and our performance provides a significant cost savings to the stakeholders (taxpayers, Commanders'/sailors', and NAVSEA). Additionally I ask you to consider the stewardship and leadership we provide because the safety of the submarine is paramount over savings or any other metric. In the economics of the defense of our country, like many other public sector services and particularly with the submarine service, 'it does not matter if you save money if you loose the fight'. In the case of the submarine service, that 'fight' is safety. The operating environment of a submarine is extremely hostile, such as; hydrodynamic forces, hydrostatic/sea pressure forces and potential mission imposed shock. The Inspections, maintenance and repair of the submarine require specialized expertise and discipline uniquely developed and practiced at Portsmouth. This Portsmouth lead shipyard stewardship is evident on-ward and throughout the submarine community. We are constantly identifying systemic/fleet-wide deficiencies and sharing immediate inspections and corrective actions with the other shipyards and operating submarines.

NASA is attempting to develop a culture modeled after Portsmouth where safety is paramount and yet they can execute restoration tasks efficiently and effectively. I truly fear the results of loosing Portsmouth's submarine stewardship, particularly during this time of increased operational tempo of the submarines, effects of older submarines in service as well as unexpected conditions on the new class submarines. Our country's defense cannot afford the catastrophic losses NASA has experienced. All the stakeholders need Portsmouth and the stewardship we provide as lead submarine shipyard.

I thank-you for your sound and careful review of the BRAC recommendations and ask you to include the invaluable stewardship to the submarine community Portsmouth provides, as well as all the measurable metrics and benefits we provide to our taxpayers, DoD, submarine Commanders and Sailors, because safety is paramount.

Very Respectfully,



Gary Woods  
Project Engineering & Planning Manager

27 July, 2005

AUG 01 2005

Received

From: Timothy J. Fisher  
Portsmouth Naval Shipyard  
To: Commissioner Newton

Subj: DOWNSIDE OF CLOSING PORTSMOUTH NAVAL SHIPYARD

I would like to take a minute of your time to express my gratitude to you for being objective in this BRAC process and to provide you with a little background on how I view the proposed closing of Portsmouth Naval Shipyard (PNS).

When I first saw the list of commissioners appointed to the BRAC and what part of the country they represented, I figured PNS was doomed no matter where we stood in the ranking, but from what I have read and witnessed first hand, you folks are independent, well-informed, and you are not likely to embrace the Pentagon's recommendations without due justification. Thank you!

I have been a Nuclear Engineer for 24+ years here at PNS, holding a number of positions such as: Shift Refueling Engineer, Project Quality Engineer, Radiological Controls Engineer, Nuclear Assistant Project Superintendent, and most recently, Assistant Production Department Refueling Manager. In these various positions I have had the opportunity to work directly with the other shipyards one-on-one and as a team. I can only speak for the nuclear aspect of overhauls, when I say PNS is by far the leader. Whether it is a meeting, a special project, a new type of overhaul, etc, being discussed, PNS always takes the leadership role and is willing to take on any assignment, no matter how much we already have on our plate. Our job has been, and always will be, to support what the Navy needs to keep ships in a "ready condition".

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You have the information; you can see where PNS stands amongst the other shipyards. There is no doubt that we are the best at what we do. Capacity data shows that there is no excess capacity. Taking PNS out of the equation will put submarine overhaul schedules into a tailspin the Navy will not be able to recover from. **Please** keep PNS open so that we can continue to drive the other shipyards to perform as effectively as we do. Keep in mind that we can work on anything because we have the discipline,

work ethics, and leadership to work on the most sophisticated machines in the world, the nuclear powered submarines.

One note not related to the BRAC issue. Recently there was an article in our local newspaper featuring a Kittery Maine native, Lt. Col. Trent Edwards, who served under you. He stated that you showed him how to become the finest Air Force officer he could be, and that you taught him about real officership and service to the nation. Thank you for helping one of our own, in becoming all that he can be. Trent is an excellent person who I know personally.

Sincerely,

*Timothy J Fisher*

AUG 01 2005

Received

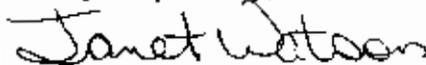
Dear BRAC Commission,

I have been following the BRAC process closely since the proposed closure/re-alignment list was published and I am growing increasingly concerned that DOD has not properly followed the law in developing recommendations. DOD is required to give priority consideration to installations that have a high military value ranking. Data available on the DOD website ([www.defenselink.mil/brac](http://www.defenselink.mil/brac)) leads me to conclude that NSWC Crane's military value rating was not taken into account properly, which is a violation of BRAC law. Specifically, NSWC Crane has one of the highest military value ratings of all activities performing Electronic Warfare work, including a higher rating than NAS Whidbey Island and yet it is recommended that Electronic Warfare workload related to repair of the ALQ-99 system be re-aligned from NSWC Crane to NAS Whidbey Island.

The DOD is also required to take into account the return on investment resulting from its closure/re-alignment recommendations. In reviewing the cost data that is available on the E-Library at the BRAC Commission website ([www.brac.gov](http://www.brac.gov)) I have come to the conclusion that moving the ALQ-99 Electronic Warfare workload to NAS Whidbey Island does not result in any cost savings. It appears that all of the savings in this scenario are generated by re-aligning work within Whidbey Island and moving work from North Island, CA to Whidbey Island. In other words this scenario will save DOD even more money if the NSWC Crane portion is eliminated!

I urge you to reconsider the recommendation to re-align work from NSWC Crane by properly taking into account the Military Value and Return On Investment requirements of BRAC law.

Very Respectfully,



Janet Watson

1507 Dalington Street  
Portsmouth, NH 03801  
July 25, 2005

Gen. James T. Hill, USA (Ret.)  
Defense Base Closure + Realignment Commission  
2521 South Clark Street  
Suite 600  
Arlington, Va 22202

BRAC Commission

AJG 01 2005

Received

Dear Commissioner Hill:

I am deeply concerned about the future of the Portsmouth Naval Shipyard. It is a facility accomplishing work that is vital to the security of our nation. Also, closing the shipyard would have a devastating effect on the economy of this region.

This shipyard has been a vital part of our heritage for over 200 years. Please do everything you can to keep this base open.

Thank you for your time and consideration.

Sincerely,  
Mary C. Rank.

BRAC Commission

AUG 01 2005

Thursday, July 21, 2005

Received

Dear Commissioner Coyle

Thank You!

Like you I have spent my entire working life in service to this country, for the last 23 years I have worked at Portsmouth Naval Shipyard. I understand the significance of the task you currently have makes it a huge challenge and burden on you to do the right thing. So thank you for taking on that challenge.

I'm sure one of the major concerns of the commission is to do no harm and that is my plea to you. I do not believe the DOD workload numbers, and I do not think you do either. You may not agree with the numbers PNS presented but I assure you they are based on facts and history and have been developed by the best analysts of our business that the Navy has. No matter what you believe the numbers to be, do you really really believe that now and in the future there is so much excess capacity that we can afford to and should close the most efficient, productive and safest nuclear licensed shipyard in the country. Not only is this a death sentence for the shipyard it is an irrevocable loss of one of our nuclear shipyards forever.

ARE YOU SURE we will never need the capacity Portsmouth Naval Shipyard offers.

WE WILL NEVER build another nuclear shipyard. Norfolk Naval Shipyard, Puget Sound Naval Shipyard, Pearl Harbor Naval Shipyard and Electric Boat have no room to expand. All are bounded to their current footprint by surrounding facilities.

PLEASE do not allow the DOD to make a mistake we can never recover from. Do not allow them to close their best shipyard and give up that nuclear site and license forever.

Thank you, for your time and your efforts in this difficult endeavor.

VR



DK Home  
124 School St.  
Berwick ME 03901

BKW Commission

AUG 01 2005

Received

Thursday, July 21, 2005

Dear Commissioner Newton

Thank You!

Like you I have spent my entire working life in service to this country, for the last 23 years I have worked at Portsmouth Naval Shipyard. I understand the significance of the task you currently have makes it a huge challenge and burden on you to do the right thing. So thank you for taking on that challenge.

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Thank you, for your time and your efforts in this difficult endeavor.

VR



DK Home  
124 School St.  
Berwick ME 03901

BRAC Commission

AUG 01 2005

Thursday, July 21, 2005

Dear Commissioner Skinner

Received

Thank You!

Like you I have spent my entire working life in service to this country, for the last 23 years I have worked at Portsmouth Naval Shipyard. I understand the significance of the task you currently have makes it a huge challenge and burden on you to do the right thing. So thank you for taking on that challenge.

I'm sure one of the major concerns of the commission is to do no harm and that is my plea to you. I do not believe the DOD workload numbers, and I do not think you do either. You may not agree with the numbers PNS presented but I assure you they are based on facts and history and have been developed by the best analysts of our business that the Navy has. No matter what you believe the numbers to be, do you really really believe that now and in the future there is so much excess capacity that we can afford to and should close the most efficient, productive and safest nuclear licensed shipyard in the country. Not only is this a death sentence for the shipyard it is an irrevocable loss of one of our nuclear shipyards forever.

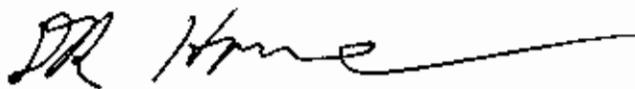
ARE YOU SURE we will never need the capacity Portsmouth Naval Shipyard offers.

WE WILL NEVER build another nuclear shipyard. Norfolk Naval Shipyard, Puget Sound Naval Shipyard, Pearl Harbor Naval Shipyard and Electric Boat have no room to expand. All are bounded to their current footprint by surrounding facilities.

PLEASE do not allow the DOD to make a mistake we can never recover from. Do not allow them to close their best shipyard and give up that nuclear site and license forever.

Thank you, for your time and your efforts in this difficult endeavor.

VR



DK Home  
124 School St.  
Berwick ME 03901

AUG 01 2005

Thursday, July 21, 2005

Dear Commissioner Gehman

Received

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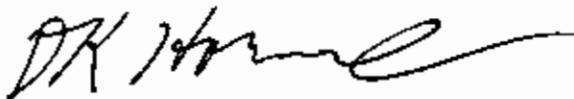
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VR



DK Horne  
124 School St.  
Berwick ME 03901

**Green Brenda L PORT**

---

AUG 11 2005

Dear Commissioner Bilbray,

Received

I have worked for the Portsmouth Naval shipyard for over 23 years, and my husband who also works here has 32 years. The shipyard has been very good to us in terms of good pay and have been able to raise our family. I know the closures are not supposed to be based on economic impact but no matter how much the Pentagon, Donald Rumsfeld and President Bush want to sweep it under the rug, economic impact does come in to play. If you close this shipyard you will not only lose the Number 1 shipyard in the country but you will be contributing factor to the detrimental impact this is going to have on the State of Maine and New Hampshire. With DFAS in Limestone and Brunswick Air Base on the chopping block, we can not afford to lose this activity also.

In light of the May 13 closure list the people at this facility has come together as one team and have proved once again, In true New England spirit, they will continue this work no matter what decision is made in Washington because our goal is to put the fleet back to sea at Lowest cost, and with the best Quality and Service the Navy is used to.

Once closed, reversing this decision is going to be next to impossible to get it re-opened, not to mention the environmental clean-up cost that is involved before handing it over to the State, I ask you again to please look at the facts and do the math before making this critical decision affecting so many hard working people. Thank- You

Brenda Green



**Green Brenda L PORT****AUG 01 2005**

Received

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**Green Brenda L PORT**

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AUG 1 2005

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AUG 01 2005

11 2005

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AUG 01 2005

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**Green Brenda L PORT****AUG 01 2005**

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Brenda Green



Brenda M McCloskey  
18 Remicks Lane  
Kittery, Maine 03904

July 28, 2005

*BRAC Commission*

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

**AUG 01 2005**

*Received*

Dear Phillip Coyle:

Portsmouth Naval Shipyard is an irreplaceable asset to our nation and our military. I am writing today to encourage you to keep Portsmouth operational and allow this outstanding shipyard to continue to serve America.

At the center of New England, Portsmouth Naval Shipyard provides numerous support services throughout the region. Portsmouth has continually expanded its mission to collaborate with the Coast Guard and provide emergency response support to communities across the region. The shipyard is also one of only four remaining nuclear submarine maintenance facilities in the nation. Portsmouth serves as a foundation for strengthening and fortifying not only New England, but America as a whole.

Our nation's defense rests on leadership, knowledge and commitment. As long as it remains open, Portsmouth Naval Shipyard will continue to deliver these key elements and provide the best support for a secure America.

Sincerely,

*Brenda M McCloskey*  
Brenda M McCloskey

Steven R McCloskey  
18 Remicks Lane  
Kittery, Maine 03904

July 28, 2005

BRAC Commission

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

**AUG 01 2005**

*Received*

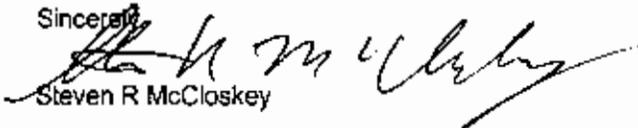
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BRAC Commission

July 28, 2005

AUG 01 2005

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Received

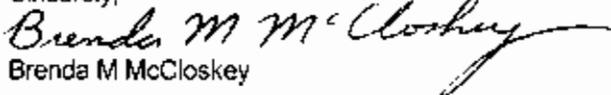
Dear Lloyd Newton:

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2521 South Clark Street, Suite 600  
Arlington, VA 22202

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Received

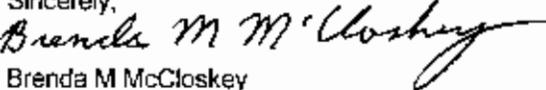
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Kittery, Maine 03904

BRAC Commission

July 28, 2005

AUG 1 2005

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

RECEIVED

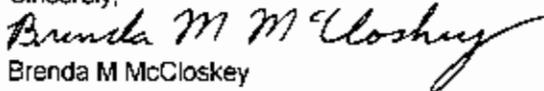
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Kittery, Maine 03904

July 28, 2005

BRAC Commission

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

AUG 01 2005

Received

Dear Anthony J. Principi:

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2521 South Clark Street, Suite 600  
Arlington, VA 22202

**AUG 01 2005**

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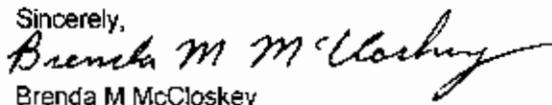
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July 28, 2005

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BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

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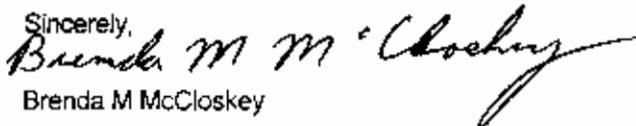
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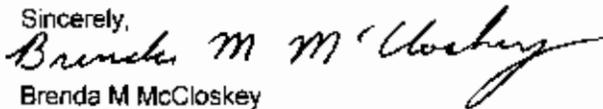
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Brenda M McCloskey

AUG 01 2005

July 20, 2005

Received

The Honorable James V. Hansen  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Hansen,

The Closing of the Portsmouth Naval Ship Yard would have a devastating effect on both the Department of Defense as well as the surrounding communities.

1.) D.O.D. would suffer the loss of the best Shipyard in the Country. P.N.S.Y. is the leader in performance, cost, schedule, quality and safety. Closing the Shipyard would result in the loss of hundreds of millions of dollars associated with superior performance.

The fact that P.N.S.Y. is a licensed Naval Nuclear Facility is also of concern. Once a Naval Nuclear Facility is closed, it is virtually impossible to reverse, not to mention the loss of dry dock space and the cost of replacing them.

2.) The surrounding communities would be affected for a radius of over 100 miles. Not only the more than 4,000 Shipyard workers, but all the area merchants and businesses the Shipyard workers support.

Our region is already troubled and closing P.N.S.Y. would send our region in an economic tail spin. This is not in the best interest of our Country and not fair to the residents of New England.

We thank the Department of the Navy for recognizing us in the form of a medal, however we don't wish to be thanked by pinning a medal on our chest and being forgotten. We wish to be thanked by allowing us to continue performing the superior work we have become so well known for in the industry.

Thank You.



NOV 11 2005

Received



July 20, 2005

General James T. Hill, USA(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

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Thank You,

*Rhoda Emery*

July 20, 2005

AUG 01 2005

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July 20, 2005

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Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

BRAC Commission

2005

received

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July 20, 2005

BRAC Commission

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Defense Base Closure and Realignment Commission  
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Thank You.

*Janet A. Tait*

BRAC Commission

AUG 01 2005

Received

July 20, 2005

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Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

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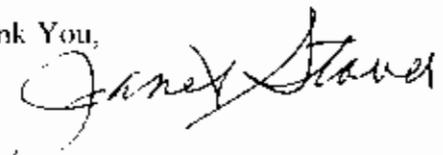
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Thank You,



BRAC Commission

AUG 01 2005

Received

July 20, 2005

Brigadier General Sue E. Turner, USAF(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Turner,

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*Rhoda Emery*

BRAC Commission

AUG 01 2005

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July 20, 2005

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Defense Base Closure and Realignment Commission  
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**AUG 01 2005**

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July 20, 2005

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Defense Base Closure and Realignment Commission  
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July 20, 2005

AUG 01 2005

Received

General Lloyd W. Newton, USAF(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

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Thank You,

*Jane A. Paritz*

July 20, 2005

AUG 01 2005

Received

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Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

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*Rhoda Emery*

BRAC Commission

July 20, 2005

AUG 01 2005

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Defense Base Closure and Realignment Commission  
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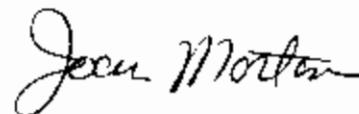
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July 20, 2005

AUG 01 2005

Received

The Honorable Anthony J. Principi - Chairman  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

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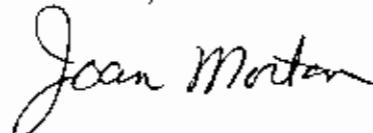
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July 20, 2005

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Defense Base Closure and Realignment Commission  
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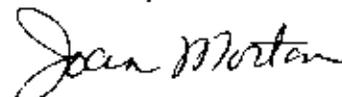
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AUG 01 2005

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AUG 01 2005

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AUG 01 2005

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July 20, 2005

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Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

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BRAC Commission

AUG 01 2005

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Defense Base Closure and Realignment Commission  
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AUG 01 2005

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Thank You,

*Janet A. Taite*

BRAC Commission

July 20, 2005

AUG 01 2005

Received

Brigadier General Sue E. Turner, USAF(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Turner,

The Closing of the Portsmouth Naval Ship Yard would have a devastating effect on both the Department of Defense as well as the surrounding communities.

1.) D.O.D. would suffer the loss of the best Shipyard in the Country. P.N.S.Y. is the leader in performance, cost, schedule, quality and safety. Closing the Shipyard would result in the loss of hundreds of millions of dollars associated with superior performance.

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Thank You,

*Janet A. Poite*

AUG 01 2005

Received

July 20, 2005

General Lloyd W. Newton, USAF(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

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Thank You,

*Christina Heath*

AUG 01 2005

Received

July 20, 2005

The Honorable Anthony J. Principi - Chairman  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

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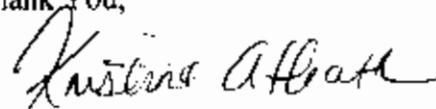
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Thank You,



AUG 01 2005

Received

July 20, 2005

Admiral Harold W. Gehman, Jr., USN(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Gehman,

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Thank You,

*Justine A. Fleath*

AUG 01 2005

Received

July 20, 2005

General Lloyd W. Newton, USAF(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

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Thank You,

*Bloda Emery*

AUG 01 2005

Received

July 20, 2005

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Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

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Thank You,



July 20, 2005

AUG 01 2005

Received

General James T. Hill, USA(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

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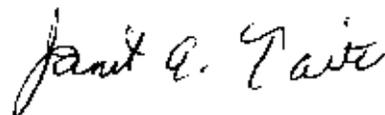
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July 20, 2005

The Honorable Anthony J. Principi – Chairman  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

BRAC Commission

AUG 01 2005

Received

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Thank You.



July 20, 2005

AUG 01 2005

Received

The Honorable Philip Coyle  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

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Thank You,

*Rhoda Emery*

BRAC Commission

AUG 11 2005

Received

July 29, 2005

BRAC Commission  
2521 South Clark St.  
Suite 600  
Arlington, VA 22202

Dear Commissioner Coyle:

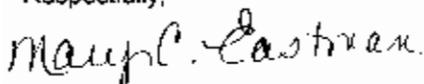
You have been presented with the facts concerning Portsmouth Naval Shipyard. You know that we have the best record, do the best work, the most efficiently and the most economically. You are aware that our work ethic cannot be matched. I'm sure by now that you know our community support is probably one of the highest of the installations you have visited. I won't repeat what hundreds of others before me have already said. I will say that without Portsmouth Naval Shipyard as an active repair facility, the defense of our country will be in jeopardy. Overhaul maintenance of our submarines will become critical. The overhaul schedules in the three remaining shipyards will become more backed up than ever before. To get a submarine back to the fleet on schedule will become a distant memory.

There is no EXCESS CAPACITY. We operate most efficiently with four shipyards, and our country's defense will surely lose if you vote to close Portsmouth Naval Shipyard.

I work in the Logistics Support section of the Nuclear Engineering Code. Our job is to obtain the required material for the Production Shops to perform the overhaul maintenance. We are a dedicated group of individuals. Most of us would probably ride out our remaining days (if closed) and be eligible for retirement. But we DON'T want this!! We want to continue working at a place we have helped become the BEST. We take PRIDE in our jobs and our country.

In closing, I ask that you weigh all the facts fairly, and not be influenced by anything but the facts. Saying that, I know the right thing will be done and PORTSMOUTH NAVAL SHIPYARD WILL REMAIN OPEN.

Respectfully,



Mary C. Eastman

Christine M. W. Marcoux  
P. O. Box 442  
171 West High Street  
Somersworth, NH 03878

BRAC Commission

AUG 01 2005

Received

July 28, 2005

The Honorable Philip Coyle  
2005 Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202

Dear Commissioner Coyle:

I am writing on behalf of the Portsmouth Naval Shipyard as a Citizen of Somersworth NH, a Somersworth School Board Member, and a Portsmouth Naval Shipyard employee. I strongly urge that you remove the premier lead Shipyard, Portsmouth Naval Shipyard from consideration for closure.

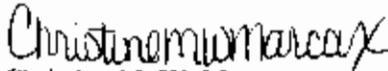
It was with great sadness on May 13<sup>th</sup>, 2005 that the Department of Defense announced the recommended closure of Portsmouth Naval Shipyard. I am an employee of 21 years and it truly felt like a kick in the stomach. It did not take long for myself and the other 4,100 men and women of Portsmouth Naval Shipyard to realize that we must remain vigilant in our production efforts on current ship maintenance availabilities to ensure we maintain our efficiency and productivity. This is a vital part of our work ethics and culture. The workforce at Portsmouth Naval Shipyard is specialized, highly skilled and if to close would be irreplaceable and not easily to replicate without several years of training and several hundred million dollars in expense

As a citizen and taxpayer I am deeply concerned that the Department of Defense priorities do not have high regard for Submarine Maintenance. Without the dry-docks and specialized workforce there will be **lack of capacity** to maintain the Submarine Fleets at optimal operation readiness and keep our enemies under surveillance and at bay. The outcome of this disregard will be submarines tied to piers and unable to perform their missions towards the war on terrorism.

As an elected School Board Member, I am concerned that the economic impact on Southern New Hampshire was not appropriately accounted for in the Department of Defense analysis and recommendation. In addition to Maine's property values, New Hampshire property values will decrease. The local tax base revenues that support our Children's Education and our Educational Infrastructure will not be available. The closing of Portsmouth Naval Shipyard will cause severe economic hardship to all surrounding communities.

In closing I want to commend you, The Commission and Staff for your thorough review and analysis of the task at hand. I trust that you will make your decision based on the facts and that the political element will be removed.

Sincerely,

  
Christine M. W. Marcoux

**Ronald T. Marcoux  
P. O. Box 442  
Somersworth, NH 03878**

BRAC Commission

**AUG 01 2005**

Received

**July 30, 2005**

**The Honorable Philip Coyle  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington VA 22202**

**Dear Commissioner Coyle,**

**I am a retiree of the Portsmouth Naval Shipyard, having spent thirty- one years in the Engineering and Planning Dept. as an engineer and manager. Presently, I am employed as a contractor for CACI International, at Portsmouth Naval Shipyard, providing engineering services in the development of Engineering Standards that are utilized at all four Naval Shipyards.**

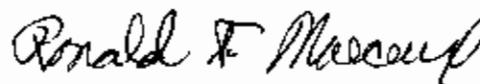
**205 years of heritage and exemplary performance, being rewarded by a closure order is difficult to swallow! Particularly when the order is released one day after receiving the Navy's "Meritorious Award for Excellence."**

**Closure of this shipyard, would devastate the local economy. Kittery- Portsmouth and the surrounding area is primarily a tourist's community. Eighty percent of the workforce lives within thirty-five miles of the shipyard. If closure occurs, the only alternative is accepting lower wages in the area. Re-locating for the majority is not an option; New Englander's are not prone to dig up their roots and re-settle.**

**I would like to point out, one of the traditional values taught to me was if you "work hard and do your best, you'll be rewarded." Well, apparently the values of the Department of Defense are somewhat skewed. Portsmouth Naval Shipyard employees worked extremely hard; succeeded in becoming the premiere navy yard in cost, schedule, quality, and safety, and our reward is closure.**

**Finally, I'd like to point out that as far as strategic value is concerned, both Portsmouth Naval Shipyard and Submarine Base New London have the proximity advantage of deployment of submarines via the Polar route. This is the least detectable route to traverse to the Theatre of Operations.**

**Sincerely,**



**Ronald T. Marcoux**

BRAC Commission

July 29, 2005

AUG 01 2005

Received

BRAC Commission  
2521 South Clark St.  
Suite 600  
Arlington, VA 22202

Dear Commissioner Turner:

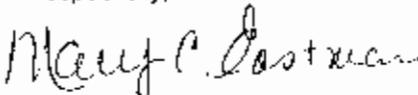
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In closing, I ask that you weigh all the facts fairly, and not be influenced by anything but the facts. Saying that, I know the right thing will be done and PORTSMOUTH NAVAL SHIPYARD WILL REMAIN OPEN.

Respectfully,



Mary C. Eastman

BRAC Commission

AUG 01 2005

Received

To whom it may concern

I would like to take this opportunity to inform you of the gut wrenching feeling experienced on May 13, 2005 by myself and countless other fellow employees of the Portsmouth Naval Shipyard. Since my career started at the Navy Yard, it has been my understanding that all projects have been accomplished above and beyond the Navies expectations. We have done everything NAVSEA and DOD has asked of us, and for our efforts. We get to enjoy the anxiety of losing our livelihood.

The decisions to close the facilities in Connecticut & Maine have made me feel like the Northeast region of the United States has no value to add toward the security and defense of my nation. Nothing could be farther from the truth; not only do I feel it is impractical to close all the bases recommended in our region. I feel like it has driven yet another wedge into the fabric of this country that it doesn't deserve. I suppose I feel somewhat separated from being allowed to help my nation.

I would like to leave you with one thought in closing. I would like to know if you have any idea how difficult it is to work on a 688-Class attack submarine? I have had the privilege of being allowed to work on surface craft at other shipyards and there is no comparison. I can assure you. It takes a unique breed to do what we do.

Sincerely

Terrence J Barry

AUG 01 2005

## SAVE OUR SHIPYARD PETITION

Received

We, the undersigned citizens, are deeply concerned about the future of the Portsmouth Naval Shipyard. It is a facility accomplishing work that is vital to the security of this region and this country. In addition, it is a cornerstone of the economic wellbeing of many surrounding communities. For more than 200 years the Portsmouth Naval Shipyard has served this country. In the centennial year of the Treaty of Portsmouth, negotiated and signed at the shipyard, we entreat your support to maintain and build on this unique source of strength that is a distinguished part of our heritage. We request that you **SAVE OUR SHIPYARD!**

Name

Address

Terrence Barry  
MOREAU PAUL

3 James Ave Somersworth, NH  
109 MAY ST. BIDEFORD, ME

John F. ...

30 ... Ave East

Chris Auger

3 B Easton Ave Sanford me

Michael ...

54 Woodland Hills S. Berwick, Me

Roger G Neault

74 Lower Baley St Lebanon ME

Robert Berger

308 ELM ST DOVER NH 03820

Timothy Mulloney

30 OLD DOVER Rd. Rochester NH 03867

Ryan Raymond

31 STAIR FALLS Dr. East Rochester NH 03867

James M. Nadeau

10 Mount Pleasant St. Newmarket, NH 03857

Cane Bemis

130 A South End Ave. Old Orchard Beach ME 04004

Michael R. TRUE

12 Prescott St., Sanford, ME 04073

Mary F. MARCOM

2 Church Street Lebanon ME 04027

John Stasiak

231 Ab Rochester Rd Lebanon, Me 04027

STEVEN BACHMANN

1663 Province Rd. Strafford, NH 03884

Howard A. DUBBY

10 THURLELL RD. SO. BERWICK ME. 03908

Normandy St. ...

137 Temple ave #52 DOV. ME, 04064

Camille St. ...

98 Mayflower Ln Lebanon Me 04027

Nancy Beaur

22 Mason ST

Stable

PNSY

Joanne Trent

65 Governor Standish Rd N. Berwick Me.

Cynthia ...

Sanford ME

Liberia ...

B. Biddeford, ME

John ...

OLD ORCHARD BEACH 04064

Gary Woods  
9 Elizabeth Lane  
Kittery Point, ME 03905  
July 25, 2005

BRAC Commission  
2521 south Clark St, Suite 600  
Arlington, VA 22202

BRAC Commission

AUG 01 2005

Received

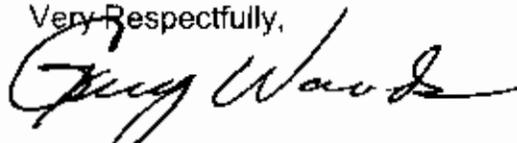
Dear Commissioner Turner,

I am writing to share with you the stewardship to the submarine community that exists at Portsmouth Naval Shipyard, because at the end of the day, submarine safety is what really counts. As you are now aware, Portsmouth Naval Shipyard is designated the Navy's lead submarine maintenance, engineering and repair facility. We have demonstrated with sound metrics and data that overcapacity of facilities or skilled manpower does not exist among the shipyards and our performance provides a significant cost savings to the stakeholders (taxpayers, Commanders'/sailors', and NAVSEA). Additionally I ask you to consider the stewardship and leadership we provide because the safety of the submarine is paramount over savings or any other metric. In the economics of the defense of our country, like many other public sector services and particularly with the submarine service, 'it does not matter if you save money if you loose the fight'. In the case of the submarine service, that 'fight' is safety. The operating environment of a submarine is extremely hostile, such as; hydrodynamic forces, hydrostatic/sea pressure forces and potential mission imposed shock. The Inspections, maintenance and repair of the submarine require specialized expertise and discipline uniquely developed and practiced at Portsmouth. This Portsmouth lead shipyard stewardship is evident on-yard and throughout the submarine community. We are constantly identifying systemic/fleet-wide deficiencies and sharing immediate inspections and corrective actions with the other shipyards and operating submarines.

NASA is attempting to develop a culture modeled after Portsmouth where safety is paramount and yet they can execute restoration tasks efficiently and effectively. I truly fear the results of loosing Portsmouth's submarine stewardship, particularly during this time of increased operational tempo of the submarines, effects of older submarines in service as well as unexpected conditions on the new class submarines. Our country's defense cannot afford the catastrophic losses NASA has experienced. All the stakeholders need Portsmouth and the stewardship we provide as lead submarine shipyard.

I thank-you for your sound and careful review of the BRAC recommendations and ask you to include the invaluable stewardship to the submarine community Portsmouth provides, as well as all the measurable metrics and benefits we provide to our taxpayers, DoD, submarine Commanders and Sailors, because safety is paramount.

Very Respectfully,



Gary Woods  
Project Engineering & Planning Manager

= ◆ — ◆ — ◆ — ◆ — ◆ =  
Mr James E Shute  
18 Juniper St  
Wenham MA 01984-1454  
= ◆ — ◆ — ◆ — ◆ — ◆ =

July 26, 2005

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

BRAC Commission

RE: Portsmouth Naval Shipyard

AUG 01 2005

Dear Commissioner Coyle:

Received

Thank you for your continued consideration of the facts about the Portsmouth Naval Shipyard. As the data have become known, it has only become clearer that closing the "Gold Standard" submarine overhaul and repair shipyard would be a strategic, costly mistake.

As you near your decision to *remove the Portsmouth Naval Shipyard from the closure list*, please consider the following:

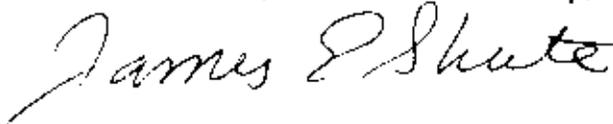
- Portsmouth Naval Shipyard has set all standards for efficient and cost effective sub overhaul and repair, even beating its own time and cost levels. **STANDARDS will be lowered if you close Portsmouth Naval Shipyard.**
- Portsmouth Naval Shipyard has and will continue to save DOD, Navy *and me*, the tax payer, millions of dollars. **COST will INCREASE if you close Portsmouth Naval Shipyard.**
- Portsmouth Naval Shipyard has a highly skilled, specially trained workforce, most of whom will NOT transfer to "other yards", even if there were openings which I don't understand that there would be. Teams from the Portsmouth Naval Shipyard travel to all the other yards and around the world to share their skills, repairing boats and training other personnel. **You will lose this workforce FOREVER if you close Portsmouth Naval Shipyard.**
- There is no excess capacity. There will be a back up of work at other yards and subs will be out of commission and unavailable for defense, costs will skyrocket and strategic defense of our nation will be compromised. **You will lose needed capacity if you close Portsmouth Naval Shipyard.**

Finally, as a decorated combat veteran of WW II, I am appalled at the thought that the Northeastern Quadrant of the USA will be denuded of it's capability to support the submarine fleet which is sorely needed as was proven in WWII.

Additionally, from a personal point of view, my father died working on subs at Portsmouth, and an uncle worked on the Squalus after it had been recovered from the depths of the Atlantic. So you see there are a lot of traditions that have made Portsmouth Naval Shipyard an invaluable installation which should not be in any way considered for closing.

The world is not stable. A specific, congressionally approved, long term plan for the size of the sub fleet is not in place and approved. Closing Portsmouth Naval Shipyard is NOT the right decision!  
Thank you.

James E. Shute, Pilot 447<sup>th</sup> Bomb Group, ETO 1944





- ◆ - ◆ - ◆ - ◆ - ◆ - ◆ -  
Mr James E Shute  
18 Juniper St  
Wenham MA 01984-1454  
= ◆ = ◆ = ◆ = ◆ = ◆ = ◆ =

July 26, 2005

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

BRAC Commission

JUL 26 2005

Received

RE: Portsmouth Naval Shipyard

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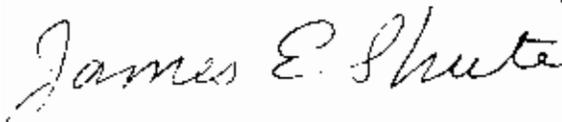
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July 26, 2005

BRAC Commission

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AUG 01 2005

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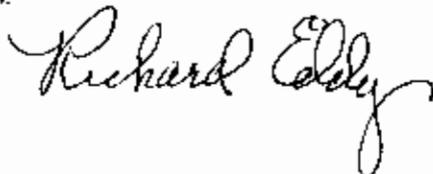
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Richard Eddy  
Wenham, Mass.



July 26, 2005

BRAC Commission

BRAC Commission  
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Arlington, VA 22202

AUG 01 2005

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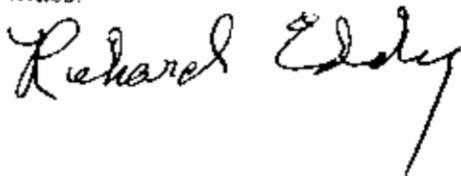
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July 26, 2005

BRAC Commission

BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

AUG 01 2005

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Wenham, Mass.



July 26, 2005

BRAC Commission

BRAC Commission  
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Arlington, VA 22202

AUG 01 2005

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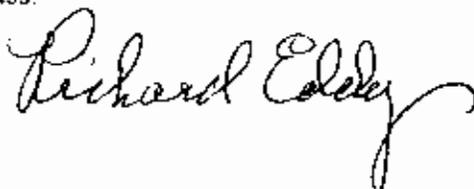
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BRAC Commission

AUG 01 2005

Received

July 28, 2005

Dear Commissioner Newton,

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However, I implore you to remove this facility from the Closure List.

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Thank you for taking the time to read my letter, and God Bless America.

Sincerely,

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AUG 01 2005

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BRAC Commission

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27 July, 2005

From: Timothy J. Fisher  
Portsmouth Naval Shipyard  
To: Commissioner Gehman, Jr.

AUG 01 2005

Received

Subj: DOWNSIDE OF CLOSING PORTSMOUTH NAVAL SHIPYARD

I would like to take a minute of your time to express my gratitude to you for being objective in this BRAC process and to provide you with a little background on how I view the proposed closing of Portsmouth Naval Shipyard (PNS).

When I first saw the list of commissioners appointed to the BRAC and what part of the country they represented, I figured PNS was doomed no matter where we stood in the ranking, but from what I have read and witnessed first hand, you folks are independent, well-informed, and you are not likely to embrace the Pentagon's recommendations without due justification. Thank you!

I have been a Nuclear Engineer for 24+ years here at PNS, holding a number of positions such as: Shift Refueling Engineer, Project Quality Engineer, Radiological Controls Engineer, Nuclear Assistant Project Superintendent, and most recently, Assistant Production Department Refueling Manager. In these various positions I have had the opportunity to work directly with the other shipyards one-on-one and as a team. I can only speak for the nuclear aspect of overhauls, when I say PNS is by far the leader. Whether it is a meeting, a special project, a new type of overhaul, etc, being discussed, PNS always takes the leadership role and is willing to take on any assignment, no matter how much we already have on our plate. Our job has been, and always will be, to support what the Navy needs to keep ships in a "ready condition".

When it comes to submarines, the Navy relies heavily on PNS. Whenever there are problems at the other Shipyards, the first words from NAVSEA are, "How does PNS do it? Get them on the phone!" I can tell you first hand that the other Shipyards do not like being compared with PNS, and whether or not they will admit it, they will be ecstatic when they don't have to play second fiddle to PNS. I feel that the Navy has already set themselves up for failure by coming on line and making the statement that Pearl Harbor's strategic location makes it infinitely more valuable to the nation than Portsmouth. That statement alone is telling the other shipyards not to worry about cost, schedule, quality, and safety, because all that matters is location, location, location. Closing PNS will take away the competitiveness that is out there, even though we are under the "One Shipyard Concept", PNS and PNS alone drives competitiveness.

You have the information; you can see where PNS stands amongst the other shipyards. There is no doubt that we are the best at what we do. Capacity data shows that there is no excess capacity. Taking PNS out of the equation will put submarine overhaul schedules into a tailspin the Navy will **not** be able to recover from. **Please** keep PNS open so that we can continue to drive the other shipyards to perform as effectively as we do. Keep in mind that we can work on **anything** because we have the discipline,

work ethics, and leadership to work on the most sophisticated machines in the world, the nuclear powered submarines.

Sincerely,

*Timothy J Fisher*

AUG 01 2005

Received

Dear Commissioner James T Hill,

I would like to start by stating that as a taxpayer I feel that any military assets that we no longer need or that can be realigned with another base should be closed or realigned. As a member of the BRAC committee I hope you are looking at what the Portsmouth Naval Shipyard has accomplished over the not the last 205 years but over the last 10 to 15 years. We are the lead shipyard on Safety, Quality, Cost and Schedule in all areas of submarine repairs, overhauls, refuelings etc. PNSY has also been tasked with all work on the Advance Seal Delivery Sub, the NR-1 and the USS Dolphin. The strong work ethic found in the northeast is something you won't find at the other shipyards, and hoping that workers will transfer to other yards if we close, is not going to happen. People live in the New Hampshire, Maine seacoast because they love this area, the seasons and their families are here not in Norfolk, Puget or Pearl Harbor.

I hope your also getting input from the right people on what number of submarines the fleet should be maintaining. Don't close a shipyard and then tell the Navy that they have to cut there fleet because there is no longer the capacity left at the naval shipyards to repair them. What world threats are we looking at now? China is building up there fleet of submarines, other counties such as North Korea, Iran, Syria are also threats.

Once you close a shipyard with a nuclear license, it will be next to impossible to reopen.

Thank you for your time

Sincerely

Ken Entz

37 Seagull Lane

Eliot, Me 03903



AUG 01 2005

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AUG 01 2005

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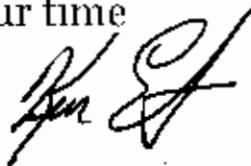
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July 28, 2005

BRAC COMMISSIONER

AUG 01 2005

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Dear Chairman Principi,

As a concerned American citizen who watched all the testimonies given to the BRAC Commission, on live television in Boston on July 6, 2005, I am compelled to write and thank you for your interest and time spent examining the facts germane to the closure of the Portsmouth Naval Shipyard.

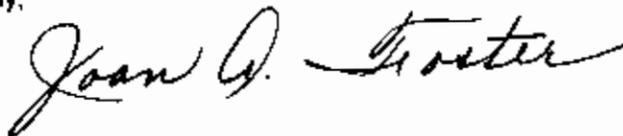
However, I implore you to remove this facility from the Closure List.

In lieu of the fact that it is the oldest, most cost efficient, best in quality of repair and talented workers, and the leader in returning subs to duty before scheduled time, seems to me to lead to the only logical conclusion that the Portsmouth Naval Shipyard is a unique asset to our country and should stay open.

To do otherwise, in my opinion, would be imprudent, dangerous, and jeopardize our National Security in these times when other countries are growing nuclear submarine fleets.

Thank you for taking the time to read my letter, and God Bless America.

Sincerely,

A handwritten signature in black ink that reads "Joan G. Trotter". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

BRAC Commission

AUG 01 2005

July 27, 2005

BRAC Commissioner  
James V. Hansen

Received

Dear Sir, Please excuse me if this letter is not done properly. I have never done anything like this before but I feel this is a very important issue to every body in this nation.

I am talking about the possible closing of The Portsmouth Naval Shipyard. I know that some of the Commissioners have visited the Shipyard, and I hope that all will visit it before the last vote is cast, so they can see first hand this very important Yard.

Closing this Facility will take away hundreds of millions of dollars and will not only devastate the economy of this area but will effect the whole Northeastern part of this Country.

This yard has served the U S Navy and their nuclear submarine fleet well. The Yard is the best in this country at overhauling and refueling our Nuclear Submarine Fleet. We may have to rely on this Fleet in the future.

Once our Yard is closed it would be next to impossible to have it reopened. Please believe this Facility is not only important to us in the Northeast but also very important to this Nation.

Sincerely, Lester L. Cash  
108 Old Turnpike Rd.  
Epsom, NH. 03234

BRAC Commission

AUG 01 2005

Received

July 27,2005

BRAC Commissioner  
Samuel Knox Skinner

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BRAC Commission

AUG 01 2005

Received

July 27, 2005

BRAC Commissioner  
Sue Ellen Turner

Dear Ms. Turner, Please excuse me if this letter is not done properly. I have never done anything like this before but I feel this is a very important issue to every body in this nation.

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BRAC Commission

AUG 1 2005

Received

July 27, 2005

BRAC Commissioner  
Lloyd Newton

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BRAC Commission

AUG 01 2005

July 27, 2005

BRAC Commission Chairman  
Anthony J. Principi,

Received

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BRAC Commission

AUG 01 2005

Received

July 27,2005

BRAC Commissioner  
James T. Hill

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BRAC Commission

AUG 01 2005

Received

July 27, 2005

**BRAC Commissioner  
James H. Bilbray**

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